

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF
TRANSPORTATION AND RELATED AGENCIES, FOR THE
FISCAL YEAR ENDING SEPTEMBER 30, 1996, AND FOR
OTHER PURPOSES

OCTOBER 20, 1995.—Ordered to be printed

Mr. WOLF, from the committee of conference,
submitted the following

CONFERENCE REPORT

[To accompany H.R. 2002]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2002) “making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes,” having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 5, 10, 11, 12, 13, 18, 19, 21, 34, 37, 44, 51, 53, 56, 63, 64, 65, 66, 73, 78, 86, 91, 112, 121, 125, 126, 132, 133, 134, 135, 141, 142, 143, 146, 148, 152, 155, 156, 161, 162, 165, 166, 171, 172, 173, 181, 183, 184, 185, 189, and 190.

That the House recede from its disagreement to the amendments of the Senate numbered 3, 4, 15, 17, 20, 24, 31, 33, 35, 38, 39, 42, 43, 46, 49, 50, 69, 70, 71, 74, 76, 77, 79, 84, 85, 89, 90, 93, 99, 105, 107, 108, 114, 119, 120, 136, 138, 144, 145, 147, 149, 150, 151, 159, 160, 168, 169, 170, and 191, and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$56,189,000*; and the Senate agree to the same.

Amendment numbered 6:

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$8,220,000; and the Senate agree to the same.

Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$103,149,000; and the Senate agree to the same.

Amendment numbered 8:

That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$22,600,000; and the Senate agree to the same.

Amendment numbered 9:

That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$22,600,000; and the Senate agree to the same.

Amendment numbered 14:

That the House recede from its disagreement to the amendment of the Senate numbered 14, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$16,000,000; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$135,200,000; and the Senate agree to the same.

Amendment numbered 22:

That the House recede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$2,278,991,000; and the Senate agree to the same.

Amendment numbered 23:

That the House recede from its disagreement to the amendment of the Senate numbered 23, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: ; and of which \$20,000,000 shall be expended from the Boat Safety Account; and the Senate agree to the same.

Amendment numbered 25:

That the House recede from its disagreement to the amendment of the Senate numbered 25, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$362,375,000*; and on page 8 of the House engrossed bill H.R. 2002 delete line 23; and the Senate agree to the same.

Amendment numbered 26:

That the House recede from its disagreement to the amendment of the Senate numbered 26, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$167,600,000*; and the Senate agree to the same.

Amendment numbered 27:

That the House recede from its disagreement to the amendment of the Senate numbered 27, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$12,000,000*; and the Senate agree to the same.

Amendment numbered 28:

That the House recede from its disagreement to the amendment of the Senate numbered 28, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$49,200,000*; and the Senate agree to the same.

Amendment numbered 29:

That the House recede from its disagreement to the amendment of the Senate numbered 29, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$88,875,000*; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$44,700,000*; and the Senate agree to the same.

Amendment numbered 32:

That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *: Provided further, That the Commandant may dispose of surplus real property by sale or lease and the proceeds of such sale or lease shall be credited to this appropriation*; and the Senate agree to the same.

Amendment numbered 36:

That the House recede from its disagreement to the amendment of the Senate numbered 36, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$18,000,000*; and the Senate agree to the same.

Amendment numbered 40:

That the House recede from its disagreement to the amendment of the Senate numbered 40, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$4,645,712,000*; and the Senate agree to the same.

Amendment numbered 41:

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$2,222,859,100; and the Senate agree to the same.

Amendment numbered 45:

That the House recede from its disagreement to the amendment of the Senate numbered 45, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: : *Provided further, That the Secretary may transfer funds to this account, from Coast Guard "Operating expenses", not to exceed \$60,000,000 in total for the fiscal year, fifteen days after written notification to the House and Senate Committees on Appropriations, solely for the purpose of providing additional funds for air traffic control operations and maintenance to enhance aviation safety and security; and the Senate agree to the same.*

Amendment numbered 47:

That the House recede from its disagreement to the amendment of the Senate numbered 47, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$1,934,883,000; and the Senate agree to the same.

Amendment numbered 48:

That the House recede from its disagreement to the amendment of the Senate numbered 48, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$1,718,883,000; and the Senate agree to the same.

Amendment numbered 52:

That the House recede from its disagreement to the amendment of the Senate numbered 52, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$185,698,000; and the Senate agree to the same.

Amendment numbered 54:

That the House recede from its disagreement to the amendment of the Senate numbered 54, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$1,450,000,000; and the Senate agree to the same.

Amendment numbered 55:

That the House recede from its disagreement to the amendment of the Senate numbered 55, and agree to the same with an amendment, as follows:

In lieu of the first sum named in said amendment, insert: \$26,000,000.

In lieu of the second sum named in said amendment, insert: \$48,000,000; and the Senate agree to the same.

Amendment numbered 57:

That the House recede from its disagreement to the amendment of the Senate numbered 57, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$509,660,000*; and the Senate agree to the same.

Amendment numbered 58:

That the House recede from its disagreement to the amendment of the Senate numbered 58, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$208,946,000*; and the Senate agree to the same.

Amendment numbered 59:

That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$11,000,000*; and the Senate agree to the same.

Amendment numbered 60:

That the House recede from its disagreement to the amendment of the Senate numbered 60, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$11,000,000*; and the Senate agree to the same.

Amendment numbered 61:

That the House recede from its disagreement to the amendment of the Senate numbered 61, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$17,550,000,000*; and the Senate agree to the same.

Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate numbered 62, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$77,225,000*; and the Senate agree to the same.

Amendment numbered 67:

That the House recede from its disagreement to the amendment of the Senate numbered 67, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$51,884,430*; and the Senate agree to the same.

Amendment numbered 68:

That the House recede from its disagreement to the amendment of the Senate numbered 68, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$32,247,000*; and the Senate agree to the same.

Amendment numbered 72:

That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$127,700,000*; and the Senate agree to the same.

Amendment numbered 75:

That the House recede from its disagreement to the amendment of the Senate numbered 75, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: : *Provided further, That none of these funds shall be used for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures; and the Senate agree to the same.*

Amendment numbered 80:

That the House recede from its disagreement to the amendment of the Senate numbered 80, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$49,919,000*; and the Senate agree to the same.

Amendment numbered 81:

That the House recede from its disagreement to the amendment of the Senate numbered 81, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$24,550,000*; and the Senate agree to the same.

Amendment numbered 82:

That the House recede from its disagreement to the amendment of the Senate numbered 82, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$115,000,000*; and the Senate agree to the same.

Amendment numbered 83:

That the House recede from its disagreement to the amendment of the Senate numbered 83, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *studies, corridor planning, development, demonstration, and implementation, \$19,205,000, to remain available until expended*; and on page 24, line 14 of the House engrossed bill H.R. 2002, delete "\$5,000,000" and in lieu thereof, insert: *\$7,118,000*; and the Senate agree to the same.

Amendment numbered 87:

That the House recede from its disagreement to the amendment of the Senate numbered 87, and agree to the same with an amendment, as follows:

In lieu of the first sum named in said amendment, insert: *\$1,000,000*; and in lieu of the second sum named in said amendment, insert: *\$6,000,000*; and the Senate agree to the same.

Amendment numbered 88:

That the House recede from its disagreement to the amendment of the Senate numbered 88, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *\$635,000,000, to remain available until expended*; and the Senate agree to the same.

Amendment numbered 92:

That the House recede from its disagreement to the amendment of the Senate numbered 92, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *That up to \$15,000,000 of the amount made available under this head for capital improvements may, at the discre-*

tion of the Corporation, be transferred to the Northeast Corridor Improvement Program: Provided further, ; and the Senate agree to the same.

Amendment numbered 94:

That the House recede from its disagreement to the amendment of the Senate numbered 94, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$942,925,000*; and the Senate agree to the same.

Amendment numbered 95:

That the House recede from its disagreement to the amendment of the Senate numbered 95, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,052,925,000*; and the Senate agree to the same.

Amendment numbered 96:

That the House recede from its disagreement to the amendment of the Senate numbered 96, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: : *Provided further, That the limitation on operating assistance provided under this heading shall, for urbanized areas of less than 200,000 in population, be no less than seventy-five percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331; and the Senate agree to the same.*

Amendment numbered 97:

That the House recede from its disagreement to the amendment of the Senate numbered 97, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: : *Provided further, That in the distribution of the limitation provided under this heading to urbanized areas that had a population under the 1990 census of 1,000,000 or more, the Secretary shall direct each such area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area; and the Senate agree to the same.*

Amendment numbered 98:

That the House recede from its disagreement to the amendment of the Senate numbered 98, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *\$85,500,000 of which \$39,500,000 shall be for activities under 49 U.S.C. 5303, \$4,500,000 for activities under 49 U.S.C. 5311(b)(2), \$8,250,000 for activities under 49 U.S.C. 5313(b), \$22,000,000 for activities under 49 U.S.C. 5314, \$8,250,000 for activities under 49 U.S.C. 5313(a), and \$3,000,000 for activities under 49 U.S.C. 5315; and the Senate agree to the same.*

Amendment numbered 100:

That the House recede from its disagreement to the amendment of the Senate numbered 100, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: , *notwithstanding any other provision of law, except for fixed guideway modernization projects, \$21,631,250 made available under Public Law 102-388 under "Federal Transit Administration, Discretionary Grants" for projects specified in that Act or identified in reports accompanying that Act, not obligated by September 30, 1995, shall be made available for new fixed guideway systems together with the \$666,000,000 made available for new fixed guideway systems in this Act, to be available as follows*; and the Senate agree to the same.

Amendment numbered 101:

That the House recede from its disagreement to the amendment of the Senate numbered 101, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$20,060,000*; and the Senate agree to the same.

Amendment numbered 102:

That the House recede from its disagreement to the amendment of the Senate numbered 102, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$4,250,000 for the Canton-Akron-Cleveland commuter rail project*; ; and the Senate agree to the same.

Amendment numbered 103:

That the House recede from its disagreement to the amendment of the Senate numbered 103, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$1,000,000 for the Cincinnati Northeast/Northern Kentucky rail line project*; ; and the Senate agree to the same.

Amendment numbered 104:

That the House recede from its disagreement to the amendment of the Senate numbered 104, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$3,000,000*; and the Senate agree to the same.

Amendment numbered 106:

That the House recede from its disagreement to the amendment of the Senate numbered 106, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$6,000,000*; and the Senate agree to the same.

Amendment numbered 109:

That the House recede from its disagreement to the amendment of the Senate numbered 109, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$9,720,625 for the Jacksonville ASE extension project*; ; and the Senate agree to the same.

Amendment numbered 110:

That the House recede from its disagreement to the amendment of the Senate numbered 110, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$85,000,000*; and the Senate agree to the same.

Amendment numbered 111:

That the House recede from its disagreement to the amendment of the Senate numbered 111, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$8,500,000 for the Los Angeles-San Diego commuter rail project*; ; and the Senate agree to the same.

Amendment numbered 113:

That the House recede from its disagreement to the amendment of the Senate numbered 113, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$15,315,000*; and the Senate agree to the same.

Amendment numbered 115:

That the House recede from its disagreement to the amendment of the Senate numbered 115, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$1,250,000 for the Memphis, Tennessee Regional Rail Plan*; ; and the Senate agree to the same.

Amendment numbered 116:

That the House recede from its disagreement to the amendment of the Senate numbered 116, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$80,250,000*; and the Senate agree to the same.

Amendment numbered 117:

That the House recede from its disagreement to the amendment of the Senate numbered 117, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$5,000,000 for the New Orleans Canal Street Corridor project*; ; and the Senate agree to the same.

Amendment numbered 118:

That the House recede from its disagreement to the amendment of the Senate numbered 118, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$126,725,125*; and the Senate agree to the same.

Amendment numbered 122:

That the House recede from its disagreement to the amendment of the Senate numbered 122, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$12,500,000*; and the Senate agree to the same.

Amendment numbered 123:

That the House recede from its disagreement to the amendment of the Senate numbered 123, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$9,759,500*; and the Senate agree to the same.

Amendment numbered 124:

That the House recede from its disagreement to the amendment of the Senate numbered 124, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *, of which not more than \$5,000,000 may be available for high-occupancy vehicle lane and intermodal corridor design costs*; and the Senate agree to the same.

Amendment numbered 127:

That the House recede from its disagreement to the amendment of the Senate numbered 127, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$7,500,000 for the San Juan, Puerto Rico Tren Urbano project*;

And the Senate agree to the same.

Amendment numbered 128:

That the House recede from its disagreement to the amendment of the Senate numbered 128, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$500,000 for the Tampa to Lakeland commuter rail project*;

And the Senate agree to the same.

Amendment numbered 129:

That the House recede from its disagreement to the amendment of the Senate numbered 129, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *\$2,500,000 for the Whitehall ferry terminal, New York, New York*;

And the Senate agree to the same.

Amendment numbered 130:

That the House recede from its disagreement to the amendment of the Senate numbered 130, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows: *; and*; and the Senate agree to the same.

Amendment numbered 131:

That the House recede from its disagreement to the amendment of the Senate numbered 131, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *\$5,650,000 for the Burlington-Charlotte, Vermont commuter rail project*.

And the Senate agree to the same.

Amendment numbered 137:

That the House recede from its disagreement to the amendment of the Senate numbered 137, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$23,937,000*; and the Senate agree to the same.

Amendment numbered 139:

That the House recede from its disagreement to the amendment of the Senate numbered 139, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: ~~\$31,448,000~~; and the Senate agree to the same.

Amendment numbered 140:

That the House recede from its disagreement to the amendment of the Senate numbered 140, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: ~~\$28,750,000~~; and the Senate agree to the same.

Amendment numbered 153:

That the House recede from its disagreement to the amendment of the Senate numbered 153, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: ~~\$7,500,000~~; and the Senate agree to the same.

Amendment numbered 154:

That the House recede from its disagreement to the amendment of the Senate numbered 154, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: ~~\$95,649,000~~; and the Senate agree to the same.

Amendment numbered 157:

That the House recede from its disagreement to the amendment of the Senate numbered 157, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *collocate and consolidate*; and the Senate agree to the same.

Amendment numbered 158:

That the House recede from its disagreement to the amendment of the Senate numbered 158, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *surface transportation field offices and administrative activities*; and the Senate agree to the same.

Amendment numbered 163:

That the House recede from its disagreement to the amendment of the Senate numbered 163, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert the following:

SEC. 339. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation: Provided, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress on the request of any Member or to Congress, through the proper official channels, requests for legis-

lation or appropriations which they deem necessary for the efficient conduct of the public business.

And, on page 53 of the House engrossed bill H.R. 2002, delete lines 1–13.

And the Senate agree to the same.

Amendment numbered 164:

That the House recede from its disagreement to the amendment of the Senate numbered 164, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 340. None of the funds in this Act shall be available to pay the salaries and expenses of any individual to arrange tours of scientists or engineers employed by or working for the People's Republic of China, to hire citizens of the People's Republic of China to participate in research fellowships sponsored by the modal administrations of the Department of Transportation, or to provide training or any form of technology transfer to scientists or engineers employed by or working for the People's Republic of China: Provided, That this provision shall not apply to the Federal Aviation Administration or the joint Federal Aviation Administration, Department of Defense and Department of Commerce initiative designed to modernize the air traffic control system of the People's Republic of China.

And the Senate agree to the same.

Amendment numbered 167:

That the House recede from its disagreement to the amendment of the Senate numbered 167, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

SEC. 343. None of the funds made available in this Act may be used for improvements to the Miller Highway in New York City, New York.

And the Senate agree to the same.

Amendment numbered 174:

That the House recede from its disagreement to the amendment of the Senate numbered 174, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

SEC. 347. (a) In consultation with the employees of the Federal Aviation Administration and such non-governmental experts in personnel management systems as he may employ, and notwithstanding the provisions of title 5, United States Code, and other Federal personnel laws, the Administrator of the Federal Aviation Administration shall develop and implement, not later than January 1, 1996, a personnel management system for the Federal Aviation Administration that addresses the unique demands on the agency's workforce. Such a new system shall, at a minimum, provide for greater flexibility in the hiring, training, compensation, and location of personnel.

(b) The provisions of title 5, United States Code, shall not apply to the new personnel management system developed and implemented pursuant to subsection (a), with the exception of:

(1) Section 2302(b), relating to whistleblower protection;

- (2) Sections 3308–3320, relating to veterans' preference;
 - (3) Section 7116(b)(7), relating to limitations on the right to strike;
 - (4) Section 7204, relating to antidiscrimination;
 - (5) Chapter 73, relating to suitability, security, and conduct;
 - (6) Chapter 81, relating to compensation for work injury; and
 - (7) Chapters 83–85, 87, and 89, relating to retirement, unemployment compensation, and insurance coverage.
- (c) This section shall take effect on April 1, 1996.

And the Senate agree to the same.

Amendment numbered 175:

That the House recede from its disagreement to the amendment of the Senate numbered 175, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

SEC. 348. (a) In consultation with such non-governmental experts in acquisition management systems as he may employ, and notwithstanding provisions of Federal acquisition law, the Administrator of the Federal Aviation Administration shall develop and implement, not later than January 1, 1996, an acquisition management system for the Federal Aviation Administration that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions of equipment and materials.

(b) The following provisions of Federal acquisition law shall not apply to the new acquisition management system developed and implemented pursuant to subsection (a):

(1) Title III of the Federal Property and Administrative Services Act of 1949 (41 U.S.C. 252–266).

(2) The Office of Federal Procurement Policy Act (41 U.S.C. 401 et seq.);

(3) The Federal Acquisition Streamlining Act of 1994 (Public Law 103–355);

(4) The Small Business Act (15 U.S.C. 631 et seq.), except that all reasonable opportunities to be awarded contracts shall be provided to small business concerns and small business concerns owned and controlled by socially and economically disadvantaged individuals;

(5) The Competition in Contracting Act;

(6) Subchapter V of Chapter 35 of title 31, relating to the procurement protest system;

(7) The Brooks Automatic Data Processing Act (40 U.S.C. 759); and

(8) The Federal Acquisition Regulation and any laws not listed in (a) through (e) of this section providing authority to promulgate regulations in the Federal Acquisition Regulation.

(c) This section shall take effect on April 1, 1996.

And the Senate agree to the same.

Amendment numbered 176:

That the House recede from its disagreement to the amendment of the Senate numbered 176, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 349.

And the Senate agree to the same.

Amendment numbered 177:

That the House recede from its disagreement to the amendment of the Senate numbered 177, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 350.

And the Senate agree to the same.

Amendment numbered 178:

That the House recede from its disagreement to the amendment of the Senate numbered 178, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 351.

And the Senate agree to the same.

Amendment numbered 179:

That the House recede from its disagreement to the amendment of the Senate numbered 179, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 352.

And the Senate agree to the same.

Amendment numbered 180:

That the House recede from its disagreement to the amendment of the Senate numbered 180, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 353.

And the Senate agree to the same.

Amendment numbered 182:

That the House recede from its disagreement to the amendment of the Senate numbered 182, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 354.

And the Senate agree to the same.

Amendment numbered 186:

That the House recede from its disagreement to the amendment of the Senate numbered 186, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 355.

And the Senate agree to the same.

Amendment numbered 187:

That the House recede from its disagreement to the amendment of the Senate numbered 187, and agree to the same with an amendment, as follows:

In lieu of the section designation of said amendment, insert:

SEC. 356.

And the Senate agree to the same.

Amendment numbered 188:

That the House recede from its disagreement to the amendment of the Senate numbered 188, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

SEC. 357. AUTHORITY TO USE FUNDS FOR SIDING AND INTERMODAL FACILITY IN RICHLAND COUNTY, NORTH DAKOTA.

Notwithstanding section 22101(a)(3) of title 49, United States Code, the State of North Dakota may use funds available to the State under section 22106(b) of such title for the building of a siding and intermodal facility proposed by the State in Sections 7 and 8, Township 133 North, Range 47 West, Richland County, North Dakota.

And the Senate agree to the same.

FRANK R. WOLF,
TOM DELAY,
RALPH REGULA,
HAROLD ROGERS,
JIM LIGHTFOOT,
RON PACKARD,
SONNY CALLAHAN,
JAY DICKEY,
BOB LIVINGSTON,
MARTIN OLAV SABO (except
amendment 174 and
amendment 190)
RICHARD J. DURBIN (except
amendment 132, amendment
174, and amendment 190)
RONALD D. COLEMAN (except
amendment 174)
THOMAS M. FOGLIETTA (except
amendment 174)
DAVID R. OBEY (except
amendment 174)

Managers on the Part of the House.

MARK O. HATFIELD,
PETE V. DOMENICI,
ARLEN SPECTER,
CHRISTOPHER S. BOND,
SLADE GORTON,
RICHARD C. SHELBY,
FRANK R. LAUTENBERG,
TOM HARKIN,
BARBARA A. MIKULSKI,

Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on amendments of the Senate to the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch propensities cannot substitute for Congress' own statements concerning the best evidence of Congressional intentions—that is, the official reports of the Congress. Report language included by the House that is not changed by the report of the Senate, and Senate report language that is not changed by the conference is approved by the committee of conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT AND ACTIVITY

During fiscal year 1996, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to funds provided for the Department of Transportation and related agencies, the terms "program, project and activity" shall mean any item for which a dollar amount is contained in an appropriations Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriation Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustment, if required, to be accomplished only through the normal reprogramming process.

STAFFING INCREASES PROVIDED BY CONGRESS

The conferees direct the Department of Transportation to fill expeditiously any positions added in this bill, without regard to agency-specific staffing targets which may have been previously established to meet the mandated government-wide staffing reductions. The conferees support the overall staffing reductions, and have made reductions in the bill which more than offset staffing increases provided for a small number of specific activities.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Amendment No. 1: Appropriates \$56,189,000 for salaries and expenses of the Office of the Secretary, instead of \$55,011,500 as proposed by the House and \$56,500,000 as proposed by the Senate. Within these funds, the conferees have provided \$91,000 and 1 full-time equivalent staff year for aviation information management.

The conference agreement includes the following changes to the budget request for this office:

| | |
|---|-------------|
| Reductions in staff, – 8 FTEs | – \$600,000 |
| Hold reception and representation costs to 1995 levels | – 20,000 |
| Hold travel to \$365,000 | – 150,000 |
| Reduce contractual services for acquisition, maintenance and repair of ADP equipment and commercial online data information systems, and other reductions | – 500,000 |
| Delete funds for residual functions of the Interstate Commerce Commission | – 4,705,000 |

Reductions in staff, – 8 FTEs.—The conference agreement reduces the number of full time equivalent staff of the Office of the Secretary by 8 full-time equivalent staff years and \$600,000. Though the conferees believe that reductions in the number of attorney advisors, public affairs specialists and congressional affairs officers will not undermine the ability of the Department to conduct its core duties and responsibilities, the conference agreement affords the Secretary the flexibility to determine the specific reductions in staff. The Secretary is directed to allocate the reduction in staff and notify the House and Senate Committees on Appropriations within fifteen days after the enactment of this Act.

Travel, office of the assistant secretary for budget and programs.—The conference agreement includes \$5,000 for the travel of the office of the assistant secretary for budget and programs, which is the same level imposed upon the office in fiscal year 1995. The conferees are concerned that travel for this office in fiscal year 1995 may have exceeded last year's directive and that this directive may have been circumvented by using funds from the operating administrations. The conferees reiterate that Congressional directives in this area need to be followed explicitly by this office in the future and direct that no funds be used from other sources to supplement travel by this office.

Reprogramming procedures.—Over the past year, the conferees have become aware of numerous instances in which various modal administrations of the department have either misinterpreted or disregarded the existing departmental reprogramming procedures,

which limit reprogrammings among programs, projects and activities to no more than ten percent unless Congressional approval is granted. The conferees reiterate that the department shall not take any action that would contravene an instruction included in the conference agreement unless such action is in accord with the established reprogramming guidelines and for which previous Congressional approval is provided.

Office of intermodalism.—The conferees note that in 1991, the Intermodal Surface Transportation Efficiency Act created the Office of Intermodalism within the Department of Transportation to initiate and promote efficient intermodal transportation. The conferees express their support for the assistance the office has given the Department of Defense in exploring joint-use, civilian/military transportation infrastructure improvements at Biggs Army Airfield located at Fort Bliss, Texas. In consultation and cooperation with Santa Teresa, New Mexico and its proposed intermodal transportation facility, the conferees urge the Department to consider to support actively this venture.

Amendment No. 2: Provides \$40,000 for official reception and representation expenses as proposed by the House instead of \$60,000 as proposed by the Senate.

Amendment No. 3: Includes language that prohibits funds from being used to maintain “custody” of airline tariffs as proposed by the Senate, instead of language that prohibits funds to maintain “duplicate physical copies” of airline tariffs as proposed by the House.

Amendment No. 4: Includes the words “and open” as proposed by the Senate, instead of “or open them” as proposed by the House.

OFFICE OF CIVIL RIGHTS

Amendment No. 5: Appropriates \$6,554,000 for the Office of Civil Rights as proposed by the House instead of \$12,083,000 as proposed by the Senate. The conference agreement disallows the transfer of 65 FTEs and \$5,158,000 to consolidate external civil rights functions in the office of the Secretary. The conferees are concerned that the proposal to consolidate the various modal offices of civil rights into one office under the guidance of the secretary may dilute the power and flexibility of those offices to respond to the needs of small and minority businesses participating in the various programs of the modal administrations.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 6: Appropriates \$8,220,000 for transportation planning, research, and development instead of \$3,309,000 as proposed by the House and \$9,710,000 as proposed by the Senate. The conference agreement provides \$3,900,000 for the integrated personnel/payroll system; \$2,809,000 for transportation planning studies; \$1,000,000 for aviation management systems; and \$500,000 for the docket management system. Funding of \$6,195,000 for the automated procurement system is deferred.

Railroad Safety Institute.—The conferees urge the Department to consider providing funds to establish the Railroad Safety Insti-

tute. This relates to a Senate provision in amendment numbered 185.

WORKING CAPITAL FUND

Amendment No. 7: Limits expenses of the working capital fund to \$103,149,000, instead of \$102,231,000 as proposed by the House and \$104,364,000 as proposed by the Senate. The conference agreement includes the following reductions to the budget request:

| | |
|--|-------------|
| Disallowance of transfer from OST of intermodal data network | — \$453,000 |
| Hold non-pay inflationary increases to 1.5 percent | — 262,000 |
| Reduction in WCF-funded travel | — 300,000 |
| Reduction in executive training and development programs | — 200,000 |

PAYMENTS TO AIR CARRIERS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)

Amendment No. 8: Appropriates \$22,600,000 to liquidate contract authority obligations for payments to air carriers instead of \$15,000,000 as proposed by the House and \$26,738,536 as proposed by the Senate.

Amendment No. 9: Limits obligations for payments to air carriers to \$22,600,000, instead of \$15,000,000 as proposed by the House and \$26,738,536 as proposed by the Senate.

The conferees fully intend that all essential air service communities that are participating in the program in fiscal year 1995 will continue to be eligible for participation in the essential air service program in fiscal year 1996, albeit at reduced levels. The conferees expect that the Department may be required to make pro-rata reductions in the subsidy or daily/weekly service levels to manage the funding reductions included in the conference report.

Amendment No. 10: Includes language proposed by the House that prohibits payments to air carriers in communities fewer than seventy highway miles from the nearest large or medium hub airport instead of seventy-five highway miles as proposed by the Senate.

Amendment No. 11: Deletes “or small” proposed by the Senate. The program mileage criteria retained in the conference agreement pertain only to distances from the nearest “large or medium” hub airport as proposed by the House.

Amendment No. 12: Deletes exception to essential air service program mileage criteria for communities having certain airline maintenance facilities proposed by the Senate. The House bill contained no similar exception.

Amendment No. 13: Includes language proposed by the House that allows essential air service subsidies to communities located greater than two hundred and ten miles from the nearest large or medium hub airport instead of two hundred miles as proposed by the Senate.

Amendment No. 14: Rescinds \$16,000,000 in contract authority from the payments to air carriers program instead of \$23,600,000 as proposed by the House and \$11,861,464 as proposed by the Sen-

ate. The conference agreement rescinds contract authority that is not available for obligation due to annual limits on obligations.

Amendment No. 15: Deletes House language that would require the state, local government, or other non-Federal entity to pay at least fifty percent of the cost of providing essential air service. The conferees recognize that many states' legislatures are not in session at this time and would have difficulty responding to the cost sharing requirements contained in the House bill. The conferees note, however, that states, local governments and non-Federal entities should begin pursuing cost sharing mechanisms in anticipation of a fifty percent cost share requirement in fiscal year 1997.

RENTAL PAYMENTS

Amendment No. 16: Appropriates \$135,200,000 for rental payments instead of \$130,803,000 as proposed by the House and \$139,689,000 as proposed by the Senate.

Amendment No. 17: Provides \$17,685,000 in rental payments from "Federal-aid highways, Limitation on general operating expenses" as proposed by the Senate instead of \$17,099,000 as proposed by the House.

MINORITY BUSINESS OUTREACH

Amendment No. 18: Appropriates \$2,900,000 for minority business outreach activities as proposed by the House instead of \$2,100,000 as proposed by the Senate.

Amendment No. 19: Provides that of the funds appropriated for minority business outreach activities, \$2,642,000 shall be available until September 30, 1997, as proposed by the House instead of \$1,842,000 as proposed by the Senate.

Amendment No. 20: Provides that funds appropriated for minority business outreach activities may be used for business opportunities related to any mode of transportation as proposed by the Senate. The House bill contained no similar provision.

INTERSTATE COMMERCE COMMISSION SUNSET

Amendment No. 21: Deletes appropriation of \$4,705,000 for the Interstate Commerce Commission Sunset activities proposed by the Senate. The House bill contained no similar appropriation. Funding for these activities is included under amendment numbered 166.

COAST GUARD

OPERATING EXPENSES

Amendment No. 22: Appropriates \$2,278,991,000 for Coast Guard operating expenses instead of \$2,565,607,000 as proposed by the House and \$2,286,000,000 as proposed by the Senate. The conference agreement assumes that additional funding of \$300,000,000 will be provided in the Department of Defense Appropriations Act, 1996.

The following table shows detailed adjustments to the budget estimate in the House and Senate recommendations and the conference agreement by budget activity:

| | House bill | Sente bill | Conference |
|---|-----------------|-----------------|-----------------|
| Pay and allowances: | | | |
| Budget estimate | \$1,591,835,000 | \$1,591,835,000 | \$1,591,835,000 |
| Adjustments to budget estimate: | | | |
| Military pay and benefits: | | | |
| Military pay raise (2.2%) | — 1,401,000 | 0 | 0 |
| Military essentiality | — 1,000,000 | 0 | — 1,000,000 |
| General detail | — 3,000,000 | — 3,000,000 | — 3,000,000 |
| Leased housing (transfer) | — 14,900,000 | — 14,900,000 | — 14,900,000 |
| Civilian pay and benefits: | | | |
| SES staffing | + 1,000,000 | 0 | 0 |
| Youth opportunity staffing | — 825,000 | — 825,000 | — 825,000 |
| Medical care and equipment: Hold costs to fiscal year | | | |
| 1995 level | — 6,300,000 | 0 | — 2,835,000 |
| Leased housing (by transfer) | + 14,900,000 | + 14,900,000 | + 14,900,000 |
| Budget activity-wide: | | | |
| Accelerate existing streamlining | — 4,850,000 | 0 | — 4,850,000 |
| Accelerate fiscal year 1997 restructuring | — 5,000,000 | 0 | 0 |
| Undistributed | + 175,000 | — 8,000,000 | 0 |
| Amount recommended | 1,570,634,000 | 1,580,010,000 | 1,579,325,000 |
| Depot level maintenance: | | | |
| Aircraft | 139,041,000 | 139,041,000 | 138,124,000 |
| Electronics | 31,549,000 | 31,549,000 | 31,549,000 |
| Shore facilities | 95,645,000 | 94,126,000 | 93,963,000 |
| Vessels | 99,081,000 | 99,081,000 | 98,465,000 |
| Amount recommended | 365,316,000 | 363,797,000 | 362,101,000 |
| Operations and support: | | | |
| Budget estimate | 400,496,000 | 400,496,000 | 400,496,000 |
| Adjustments to budget estimate: | | | |
| Area operations and support: | | | |
| Cutters—high endurance | 0 | — 263,000 | — 263,000 |
| Area offices | 0 | — 823,000 | — 823,000 |
| Maintenance and logistics commands | 0 | — 2,734,000 | — 2,734,000 |
| Communications stations | 0 | — 155,000 | 0 |
| District operations and support: | | | |
| District offices | — 5,600,000 | 0 | — 2,800,000 |
| Groups and bases | 0 | — 577,000 | — 577,000 |
| Combined group/air stations | 0 | — 359,000 | — 359,000 |
| Marine safety offices | 0 | — 1,285,000 | — 1,285,000 |
| LORAN stations | 0 | — 237,000 | — 237,000 |
| Amount recommended | 394,896,000 | 394,063,000 | 391,418,000 |
| Recruiting and training: | | | |
| Budget estimate | 70,943,000 | 70,943,000 | 70,943,000 |
| Adjustments to budget estimate: Graduate school tuition | — 1,000,000 | 0 | 0 |
| Amount recommended | 69,943,000 | 70,943,000 | 70,943,000 |
| Coast Guard-wide centralized services and support: | | | |
| Budget estimate | 189,726,000 | 189,726,000 | 189,726,000 |
| Adjustments to budget estimate: | | | |
| Headquarters-managed units: | | | |
| TISCOM | 0 | — 19,000 | — 19,000 |
| Military personnel center | — 150,000 | 0 | — 150,000 |
| Activities Europe | 0 | — 1,372,000 | — 1,372,000 |
| Headquarters administration: | | | |
| Hold to 1.7 percent increase | — 2,000,000 | 0 | — 2,000,000 |
| Reduce by three-tenths of 1 percent | 0 | — 325,000 | 0 |
| Centralized bill paying: | | | |
| FTS 2000 | — 1,434,000 | — 560,000 | — 900,000 |
| FEC | — 647,000 | 0 | — 647,000 |

| | House bill | Senate bill | Conference |
|---------------------------------|---------------|---------------|---------------|
| Unemployment compensation | — 115,000 | — 115,000 | — 115,000 |
| Amount recommended | 185,380,000 | 187,335,000 | 184,523,000 |
| Account-wide adjustments: | | | |
| Recreational equipment | — 146,000 | — 146,000 | — 146,000 |
| Non-pay inflation | — 5,842,000 | — 5,842,000 | — 5,842,000 |
| Non-operational travel | — 1,831,000 | — 1,831,000 | — 1,831,000 |
| MPPC contracting out | — 500,000 | 0 | 0 |
| Undistributed | — 10,243,000 | — 2,329,000 | 0 |
| VTS contracting out | — 1,000,000 | 0 | — 1,000,000 |
| Studies and analysis | — 1,000,000 | 0 | — 500,000 |
| Defense bill—offset | 0 | — 300,000,000 | — 300,000,000 |
| Amount recommended | — 20,562,000 | — 310,148,000 | — 309,319,000 |
| Total appropriation | 2,565,607,000 | 2,286,000,000 | 2,278,991,000 |

Reprogramming procedures.—The House report expressed concern that the Coast Guard has misinterpreted the existing departmental reprogramming procedures, which limit reprogrammings among programs, projects, and activities [PPAs] to a specified percentage unless Congressional notification and approval is granted, and which define PPAs. In response, the Coast Guard stated they are unaware of any such guidelines. The conferees are concerned that the Coast Guard is unaware of the document titled “Reprogramming Guidelines” issued on April 13, 1992 to each of the operating administrations by the Assistant Secretary for Budget and Programs, in which these and other important procedures are specified. Consequently, the conferees direct the Assistant Secretary for Budget and Programs to re-issue this guidance to all operating administrations as soon as possible, and to report to the House and Senate Committees on Appropriations regarding the Coast Guard’s compliance with those guidelines under the service’s current practices.

Military/civilian staffing ratio.—The conference agreement includes a reduction of \$1,000,000 for conversion of military support positions to civilian positions, as proposed by the House, and no additional senior executive service [SES] positions, as proposed by the Senate. The House believed that a modest increase in the ratio of civilians to military staffing in the Coast Guard and additional SES positions would lead to budget savings, management stability, and stronger “corporate memory” than is presently the case. While supporting the concept of military-to-civilian conversion, the Senate assumed no savings from that conversion and did not agree that additional SES positions were necessary. The conferees agree that this topic should be more fully explored, and direct the U.S. General Accounting Office to follow up on its past work in this area by conducting a thorough analysis of the Coast Guard’s military/civilian staffing ratio to determine the benefits of greater military-to-civilian conversion, including senior civilian management positions such as the senior executive service.

Marine safety resources.—The conferees concur in the initiative of the Senate and have provided adequate funds within the amounts made available for military pay and marine safety office (MSO) operations to restore the marine safety billets slated for ter-

mination. The conferees expect funds provided for MSO operations above the fiscal year 1995 level first to be used for annualization of fiscal year 1995 follow-on costs and then to restore the operating costs associated with these 21 billets. The conferees expect the Commandant to submit the report on these restored billets as requested by the Senate.

Military personnel center.—The conference agreement includes a reduction of \$150,000 for recruiting activities. These activities should be funded under “recruiting and training”, not under this project.

Vessel traffic service contracting out.—The conference agreement includes a reduction of \$1,000,000 in the operating cost of vessel traffic service [VTS] systems across the country, as proposed by the House. This represents a 5 percent reduction from the budgeted level of \$19,862,000. The conferees believe that VTS system operations are a prime candidate for contract operation, and that such systems could be operated at less cost than is presently the case with government employees. The Coast Guard has a study underway to address the long-term viability of retaining the VTS mission within the Coast Guard budget, and the conferees await the results of that study next year. However, this interim step is necessary due to budget constraints and to assist in determining the lowest cost method of operating VTS systems within the Coast Guard budget.

Southern Lake Michigan air facility.—The conference report includes funds to maintain a Coast Guard search and rescue air facility located in southern Lake Michigan.

Amendment No. 23: Provides that, of the total funding provided for “Operating expenses”, \$20,000,000 shall be expended from the Boat Safety Account of the Aquatic Resources Trust Fund instead of \$25,000,000 as proposed by the House and no funds as proposed by the Senate. Under current law, the Coast Guard is authorized to expend from the trust fund for boating safety activities an amount equal to the amount appropriated for the boat safety grants program.

Amendment No. 24: Deletes House language specifying that no less than \$314,200,000 is available for drug enforcement activities, as proposed by the Senate.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 25: Appropriates \$362,375,000 for “Acquisition, construction, and improvements” instead of \$375,175,000 as proposed by the House and \$366,800,000 as proposed by the Senate. The conferees also approve reprogrammings totaling \$38,000,000, resulting in overall program resources of \$400,375,000 for fiscal year 1996.

A table showing the distribution of this appropriation by project as included in the fiscal year 1996 budget estimate, House bill, Senate bill, and the conference agreement follows:

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS: CONFERENCE AGREEMENT—FISCAL YEAR 1996

| Program name | Fiscal year 1996 estimate | Fiscal year 1996 House | Fiscal year 1996 Senate | Conference agreement |
|---|---------------------------|------------------------|-------------------------|----------------------|
| Vessels: | | | | |
| Survey and design—cutters and boats | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| Seagoing buoy tender (WLB) replacement | 65,000,000 | 65,000,000 | 65,000,000 | 65,000,000 |
| Coastal buoy tender (WLM) replacement | 93,000,000 | 93,000,000 | 93,000,000 | 93,000,000 |
| 47-foot motor lifeboat (MLB) replacement project | 500,000 | 500,000 | 500,000 | 500,000 |
| Buoy boat replacement project (BUSL) | 8,500,000 | 0 | 8,500,000 | 0 |
| Polar icebreaker replacement follow-on | 4,300,000 | 4,300,000 | 0 | 0 |
| 82-foot WPB capability replacement | 4,000,000 | 0 | 0 | 0 |
| Norwegian crewing concept development (NORCREW) | 2,000,000 | 2,000,000 | 0 | 0 |
| Self propelled barge replacement | 900,000 | 900,000 | 0 | 0 |
| Surface search radar replacement project | 3,500,000 | 3,500,000 | 0 | 0 |
| 210-foot medium endurance cutter MMA | 14,500,000 | 14,500,000 | 10,500,000 | 6,000,000 |
| 378-foot shipboard command & control | 1,300,000 | 1,300,000 | 0 | 0 |
| Configuration management | 5,700,000 | 5,700,000 | 0 | 2,600,000 |
| Total vessels | 203,700,000 | 191,200,000 | 178,000,000 | 167,600,000 |
| Aircraft: | | | | |
| Traffic alert & collision avoidance system (TCAS) phase IV | 13,000,000 | 10,000,000 | 8,000,000 | 8,000,000 |
| Global positioning system installation phase VI | 1,900,000 | 1,900,000 | 1,900,000 | 1,900,000 |
| HH-65 Helicopter main transmission gearbox upgrade phase II | 2,500,000 | 2,500,000 | 2,500,000 | 0 |
| HC-130 side looking airborne radar (SLAR) upgrade | 2,100,000 | 2,100,000 | 2,100,000 | 2,100,000 |
| Total aircraft | 19,500,000 | 16,500,000 | 14,500,000 | 12,000,000 |
| Other equipment: | | | | |
| Supply center computer replacement | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| Fleet logistics system | 3,000,000 | 3,000,000 | 0 | 3,000,000 |
| Vessel traffic service (VTS) system 2000 | 5,000,000 | 5,000,000 | 2,000,000 | 3,400,000 |
| VTS equipment replacement | 3,000,000 | 3,000,000 | 3,000,000 | 1,900,000 |
| Marine information for safety and law enforcement (MISLE) | 11,000,000 | 11,000,000 | 11,000,000 | 11,000,000 |
| Conversion of software applications | 11,100,000 | 6,100,000 | 9,000,000 | 8,500,000 |
| Finance center information system replacement | 2,600,000 | 2,600,000 | 2,500,000 | 2,500,000 |
| Differential GPS transmitter replacement | 1,700,000 | 0 | 1,700,000 | 1,700,000 |
| Differential GPS implementation—second district | 2,400,000 | 0 | 2,400,000 | 0 |
| Search and rescue simulation model (SARSIM) | 500,000 | 500,000 | 500,000 | 500,000 |
| Communication systems 2000 | 11,000,000 | 6,000,000 | 11,000,000 | 11,000,000 |
| WLB/WLM support facility | 1,500,000 | 1,500,000 | 1,000,000 | 1,000,000 |

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS: CONFERENCE AGREEMENT—FISCAL YEAR 1996—
Continued

| Program name | Fiscal year 1996 estimate | Fiscal year 1996 House | Fiscal year 1996 Senate | Conference agreement |
|--|---------------------------|------------------------|-------------------------|----------------------|
| Vessel navigation training simulator | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 |
| Local notice to mariners automation | 500,000 | 500,000 | 500,000 | 500,000 |
| Global maritime distress and safety system | 500,000 | 500,000 | 500,000 | 500,000 |
| Operational information system | 0 | 0 | 0 | 1,200,000 |
| Total other equipment | 56,300,000 | 42,200,000 | 47,600,000 | 49,200,000 |
| Shore facilities and aids to navigation: | | | | |
| Survey and design—shore projects | 8,000,000 | 8,000,000 | 6,000,000 | 6,000,000 |
| Minor AC&I shore construction projects | 5,000,000 | 5,000,000 | 4,000,000 | 4,000,000 |
| Streamlining initiatives | 5,000,000 | 5,000,000 | 0 | 0 |
| Air station consolidation | 11,000,000 | 11,000,000 | 0 | 0 |
| Coast Guard Yard ship handling facility (phase II) | 15,100,000 | 0 | 7,000,000 | 7,000,000 |
| Public family quarters | 22,700,000 | 20,275,000 | 8,900,000 | 9,175,000 |
| Station Boothbay Harbor, ME—renovate/expand | 2,800,000 | 2,800,000 | 2,800,000 | 2,800,000 |
| Base South Portland, ME—construct station operations bldg. . | 2,600,000 | 2,600,000 | 2,600,000 | 2,600,000 |
| Base San Juan, PR—reconstruction | 3,150,000 | 3,150,000 | 0 | 0 |
| Station Port Isabel, TX—reconstruct/expand waterfront facilities | 2,650,000 | 2,650,000 | 2,650,000 | 2,650,000 |
| Station Portage, MI—relocate/replace station facilities | 4,200,000 | 4,200,000 | 4,200,000 | 2,300,000 |
| Station Chetco River, OR—construct mooring/waterfront | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 |
| Station Honolulu, HI—replacement | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 |
| Waterways ATON projects | 5,500,000 | 5,500,000 | 4,000,000 | 4,500,000 |
| Overseas LORAN closure | 0 | 0 | 0 | —1,900,000 |
| Streamlining initiatives: | | | | |
| New London, CT: Academy (Roland Hall renovation) | 5,100,000 | 5,100,000 | 0 | 3,900,000 |
| New London, CT: Academy (CPO & leadership schools) | 0 | 0 | 2,500,000 | 2,500,000 |
| New London: CT: Academy (Galley renovation) | 0 | 0 | 0 | 5,000,000 |
| Wadsworth, NY: Group/MSO/VTC Center | 0 | 0 | 9,000,000 | 9,000,000 |
| Rosebank, NY: Pier and station rehabilitation | 0 | 0 | 4,000,000 | 4,000,000 |
| Rosebank, NY: Moorings | 0 | 0 | 0 | 3,900,000 |
| Bayonne, NJ: Pier improvements/ANT team facilities | 0 | 0 | 5,700,000 | 5,700,000 |
| Sandy Hook, NJ: Construct group engineering building | 0 | 0 | 2,750,000 | 2,750,000 |
| Portsmouth, VA: Support center administrative space | 0 | 0 | 4,000,000 | 4,000,000 |
| Boston, MA: Support center rehabilitation | 0 | 0 | 2,000,000 | 2,000,000 |
| Yorktown, VA: Reserve training center yeoman school mods | 0 | 0 | 1,100,000 | 0 |
| Total shore facilities and aids to navigation | 99,800,000 | 82,200,000 | 80,200,000 | 88,875,000 |

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS: CONFERENCE AGREEMENT—FISCAL YEAR 1996—
Continued

| Program name | Fiscal year 1996 estimate | Fiscal year 1996 House | Fiscal year 1996 Senate | Conference agreement |
|-----------------------------------|---------------------------|------------------------|-------------------------|----------------------|
| Personnel and related support: | | | | |
| Direct personnel costs | 48,200,000 | 42,500,000 | 46,000,000 | 44,200,000 |
| Core acquisition costs | 700,000 | 500,000 | 500,000 | 500,000 |
| Total personnel and related | 48,900,000 | 43,000,000 | 46,500,000 | 44,700,000 |
| Total appropriations | 428,200,000 | 375,175,000 | 366,800,000 | 362,375,000 |

Amendment No. 26: Provides \$167,600,000 to acquire, repair, renovate or improve vessels, small boats and related equipment instead of \$191,200,000 as proposed by the House and \$178,000,000 as proposed by the Senate. In addition, the conference agreement includes the reprogramming of \$14,000,000 from the seagoing and coastal buoy tender [WLB/WLM] programs, to be reallocated to the following programs:

| | |
|--|-------------|
| Polar icebreaker replacement | \$4,300,000 |
| NORCREW search and rescue boat | 2,000,000 |
| Self-propelled barge | 900,000 |
| Surface search radar replacement | 3,500,000 |
| 378-foot shipboard command and control | 1,300,000 |
| 210-foot cutter MMA | 2,000,000 |

Stern loading buoy boat [BUSL] replacement.—The conference agreement provides no funding for this project, as proposed by the House, instead of \$8,500,000 as proposed by the Senate. This should be interpreted as a deferral of additional funding, and not Congressional desire to terminate the project. Due to project delays, prior year funding is available to continue this effort through fiscal year 1996 without additional appropriation.

Amendment No. 27: Provides \$12,000,000 to acquire new aircraft and increase aviation capability instead of \$16,500,000 as proposed by the House and \$14,500,000 as proposed by the Senate.

RU-38A wing assembly upgrade.—The conferees understand the Coast Guard has identified a particular upgrade to the center wing assembly of the RU-38A surveillance aircraft which could significantly enhance the aircraft's service life, range and endurance on operational missions. The conferees understand that additional funding may be required to conduct this upgrade, and encourage the Coast Guard to submit a reprogramming proposal to the Congress for this work if the Coast Guard determines the project to be of sufficient priority.

Amendment No. 28: Provides \$49,200,000 for other equipment instead of \$42,200,000 as proposed by the House and \$47,600,000 as proposed by the Senate.

Operational information system.—The conference agreement includes \$1,200,000 for procurement and evaluation of prototypes of the operational information system [OIS], proposed by the House under the "Research, development, test and evaluation" [RDT&E] appropriation. In its appeal to the conferees, the Coast Guard suggested that RDT&E was not the appropriate account for this project. Consequently, the conference agreement includes funding under this appropriation.

Amendment No. 29: Provides \$88,875,000 for shore facilities and aids to navigation facilities instead of \$82,275,000 as proposed by the House and \$80,200,000 as proposed by the Senate. In addition, the conference agreement includes the reprogramming of \$24,000,000 from various shore facilities as listed in the Senate report (– \$22,100,000) and from the overseas Loran-C closure program (– \$1,900,000), to be reallocated to the following programs:

| | |
|---------------------------------|--------------|
| Air station consolidation | \$11,000,000 |
| Public family quarters | 11,100,000 |
| Station Portage, MI | 1,900,000 |

Amendment No. 30: Provides \$44,700,000 for acquisition-related personnel compensation, benefits and related costs instead of \$43,000,000 as proposed by the House and \$46,500,000 as proposed by the Senate.

Amendment No. 31: Deletes House language that would have allowed the Secretary to transfer up to \$50,000,000 within the AC&I appropriation for implementation costs associated with Coast Guard streamlining plans. The Senate bill provided funding for specific streamlining projects rather than transfer authority for unspecified projects. The conference agreement adopts the Senate approach, providing \$42,750,000 for ten streamlining projects. This compares to \$31,050,000 in the Senate bill. The budget request included \$5,000,000 for unspecified projects. The conferees are very supportive of the Coast Guard's streamlining efforts and look forward to reviewing specific proposals next year in detail.

Amendment No. 32: Provides that the Commandant may dispose of surplus real property by sale or lease and the proceeds shall be credited to this appropriation. The Senate bill required disposal by sale or lease. The House bill contained no similar provision.

PORT SAFETY DEVELOPMENT

Amendment No. 33: Appropriates \$15,000,000 for debt retirement of the Port of Portland, Oregon, to remain available until expended, as proposed by the Senate. The House bill contained no similar appropriation.

ALTERATION OF BRIDGES

Amendment No. 34: Appropriates \$16,000,000 for the alteration or removal of obstructive bridges as proposed by the House instead of \$2,000,000 as proposed by the Senate.

A table comparing the fiscal year 1996 estimate, House bill, Senate bill, and conference agreement by bridge and location follows:

| | Fiscal year 1996 estimate | House bill | Senate bill | Conference agreement |
|---|------------------------------|-------------|-------------|-------------------------|
| Bridge and location: | | | | |
| Burlington, IA, Burlington Northern RR Bridge | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| New Orleans, LA, Florida Avenue RR/HW Bridge | | 2,000,000 | | 2,000,000 |
| Brunswick, GA, Sidney Lanier HW Bridge | | 8,000,000 | | 8,000,000 |
| Chelsea St. Bridge, Boston, MA | | 2,000,000 | | 2,000,000 |
| Limehouse HW Bridge, St. John's Island, SC | | 2,000,000 | | 2,000,000 |
| Total | 2,000,000 | 16,000,000 | 2,000,000 | 16,000,000 |

RESERVE TRAINING

Amendment No. 35: Appropriates \$62,000,000 for reserve training as proposed by the Senate instead of \$61,859,000 as proposed by the House.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 36: Appropriates \$18,000,000 for research, development, test, and evaluation instead of \$18,500,000 as proposed by the House and \$20,000,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 budget estimate, House and Senate recommendations, and the conference agreement by program, project and activity:

| Program area | Fiscal year 1996 estimate | House bill | Senate bill | Conference agreement |
|--|---------------------------|------------|-------------|----------------------|
| Improve search and rescue capability: | | | | |
| Search planning | \$100,000 | \$100,000 | | \$100,000 |
| Search process, platforms and sensors | 400,000 | 400,000 | | 400,000 |
| Personnel | 432,000 | 432,000 | | 432,000 |
| Total | 932,000 | 932,000 | 500,000 | 932,000 |
| Waterways safety and management: | | | | |
| Waterways management | 500,000 | 500,000 | | 400,000 |
| Advanced vessel traffic systems/services | 600,000 | 100,000 | | 275,000 |
| Integrated navigation systems | 450,000 | 450,000 | | 450,000 |
| Short range aids to navigation | 400,000 | 200,000 | | 200,000 |
| Advanced GPS development | 0 | 0 | | 0 |
| Personnel | 864,000 | 864,000 | | 864,000 |
| Total | 2,814,000 | 2,114,000 | 1,325,000 | 2,189,000 |
| Marine safety: | | | | |
| Marine safety research | 530,000 | 200,000 | | 200,000 |
| Human factors analysis | 1,685,000 | 700,000 | | 1,050,000 |
| Fire safety for commercial vessels | 960,000 | 750,000 | | 750,000 |
| Personnel | 972,000 | 700,000 | | 700,000 |
| Total | 4,147,000 | 2,350,000 | 2,000,000 | 2,700,000 |
| Ship structure committee: | | | | |
| Support for Committee | 250,000 | 0 | 0 | 0 |
| Personnel | 36,000 | 0 | 0 | 0 |
| Total | 286,000 | 0 | 0 | 0 |
| Marine environmental protection: | | | | |
| Planning, management and training | 150,000 | 150,000 | | 150,000 |
| Detection/surveillance systems | 0 | 0 | | 0 |
| Oil pollution response | 850,000 | 500,000 | | 625,000 |
| Personnel health and safety | 75,000 | 75,000 | | 75,000 |
| Port demonstration project | 0 | 0 | | 0 |
| OPA90 regional grant program | 0 | 0 | | 0 |
| HazChem countermeasures and safety | 0 | 0 | | 0 |
| Personnel | 504,000 | 504,000 | | 504,000 |
| Total | 1,579,000 | 1,229,000 | 1,075,000 | 1,354,000 |

| Program area | Fiscal year 1996 estimate | House bill | Senate bill | Conference agreement |
|--|---------------------------|------------|-------------|----------------------|
| Maritime law enforcement: | | | | |
| Surveillance | 725,000 | 725,000 | ..... | 725,000 |
| Vessel search | 0 | 0 | ..... | 0 |
| Sensor integration information | 0 | 0 | ..... | 0 |
| Personnel | 504,000 | 504,000 | ..... | 504,000 |
| Total | 1,229,000 | 1,229,000 | 725,000 | 1,229,000 |
| Safety and environmental compliance: | | | | |
| Cutter fire safety technology | 600,000 | 586,000 | 0 | 586,000 |
| Pollution prevention | 500,000 | 500,000 | 0 | 500,000 |
| Aviation engineering support | 75,000 | 0 | 0 | 0 |
| Vessel loss exposure and risk analysis methodology | 620,000 | 620,000 | 0 | 620,000 |
| Personnel | 612,000 | 612,000 | ..... | 612,000 |
| Total | 2,407,000 | 2,318,000 | 0 | 2,318,000 |
| Human resource management effectiveness: | | | | |
| Training techniques and technologies | 300,000 | 0 | 0 | 100,000 |
| Staffing standards development | 0 | 0 | 0 | 0 |
| Personnel | 144,000 | 0 | 0 | 0 |
| Total | 444,000 | 0 | 0 | 100,000 |
| Command, control, computers and intelligence: | | | | |
| Information systems | 280,000 | 1,780,000 | 0 | 280,000 |
| Advanced communications systems | 0 | 0 | 0 | 0 |
| Personnel | 648,000 | 648,000 | 0 | 648,000 |
| Total | 928,000 | 2,428,000 | 0 | 928,000 |
| Technology base: | | | | |
| Future technology assessment | 300,000 | 0 | 0 | 0 |
| Modeling | 150,000 | 0 | 0 | 0 |
| Select projects | 450,000 | 300,000 | 0 | 300,000 |
| Personnel | 684,000 | 200,000 | 0 | 200,000 |
| Total | 1,584,000 | 500,000 | 0 | 500,000 |
| R&D personnel, program support and operations: | | | | |
| Admin/support personnel and related costs | 3,100,000 | 2,600,000 | 0 | 2,850,000 |
| Support and operations | 1,700,000 | 1,500,000 | 0 | 1,600,000 |
| R&D management info system development | 500,000 | 450,000 | 0 | 450,000 |
| Modernization of F&STD test facilities | 850,000 | 850,000 | 0 | 850,000 |
| Total | 6,150,000 | 5,400,000 | 0 | 5,750,000 |
| Mission capabilities assessment | 0 | 0 | 1,780,000 | 0 |
| Multimission/administrative support | 0 | 0 | 12,595,000 | 0 |
| Other projects: | | | | |
| South Florida oil spill research center | 0 | 0 | 0 | 0 |
| Maritime Fire and Research Assoc. | 0 | 0 | 0 | 0 |

| Program area | Fiscal year 1996 estimate | House bill | Senate bill | Conference agreement |
|----------------------------|---------------------------|------------|-------------|----------------------|
| Total | 0 | 0 | 0 | 0 |
| Total appropriations | 22,500,000 | 18,500,000 | 20,000,000 | 18,000,000 |

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Amendment No. 37: Appropriates \$20,000,000 for boat safety grants as proposed by the House instead of no funding as proposed by the Senate. The budget proposal and the Senate recommendation assumed this program would be fully funded as a mandatory appropriation beginning in fiscal year 1996. When combined with an estimated \$10,000,000 in mandatory spending authorized by the Clean Vessel Act of 1992, total program resources are \$30,000,000 for fiscal year 1996, which compares to \$32,500,000 for fiscal year 1995.

Notwithstanding the difficult budget constraints faced by the Congress, the conferees believe that to convert discretionary grant programs such as this one to mandatory funding—avoiding annual budget review and competition with other programs in the appropriations process—would undermine fiscal constraint and lessen congressional oversight in an area which has the country's second highest number of transportation-related fatalities and is currently on the National Transportation Safety Board's list of "most wanted" safety improvements. Rather than put this program on an automatic spending status and lessen oversight, the conferees believe the Coast Guard and the department could more effectively use these grant funds to target states with poor boat safety records, and provide leveraged funding for safety improvements.

The conferees also note the Coast Guard is in error when it assumes that funding for this and other maritime programs comes at the expense of its operating budget. The conferees wish to make clear to the Coast Guard and the department that, while funding for boating safety grants is clearly a portion of the overall allocation of budgetary resources in this bill, it should not be assumed that reductions have been made in Coast Guard operating expenses to accommodate this or any other important maritime programs in the bill.

EMERGENCY FUND

(LIMITATION ON PERMANENT APPROPRIATIONS)

(OIL SPILL LIABILITY TRUST FUND)

Amendment No. 38: Deletes limitation of \$3,000,000 on the permanent appropriation authorized in section 1012(a)(4) of the Oil Pollution Act of 1990 proposed by the House. The Senate bill contained no similar limitation.

FEDERAL AVIATION ADMINISTRATION
OPERATIONS
(INCLUDING TRANSFER OF FUNDS)

Amendment No. 39: Inserts heading “including transfer of funds” as proposed by the Senate. This is necessary due to the disposition of amendment numbered 46.

Amendment No. 40: Appropriates \$4,645,712,000 for FAA operations instead of \$4,600,000,000 as proposed by the House and \$4,550,000,000 as proposed by the Senate.

The following table summarizes adjustments to the budget estimate in the House and Senate bills and the conference agreement, by budget activity:

| FAA OPERATIONS | | | |
|---------------------------------------|-----------------|-----------------|---------------------------|
| | House bill | Senate bill | Conference agree- ment |
| Operation of the ATC system: | | | |
| Budget estimate | \$2,228,634,000 | \$2,228,634,000 | \$2,228,634,000 |
| Adjustments to budget estimate: | | | |
| Contract tower streamlining | — 6,520,000 | 0 | 0 |
| “Quality through partnership” | — 1,790,000 | 0 | — 1,790,000 |
| General reduction | 0 | — 28,310,000 | 0 |
| Accelerated promotion | 0 | 0 | — 4,300,000 |
| Amount recommended | 2,220,324,000 | 2,200,324,000 | 2,222,544,000 |
| NAS logistics support: | | | |
| Budget estimate | 185,158,000 | 185,158,000 | 185,158,000 |
| Adjustments to budget estimate: | | | |
| Motor fleet, FAALC | — 3,100,000 | 0 | 0 |
| Depot spares | +4,000,000 | 0 | 0 |
| General reduction | 0 | +4,493,000 | 0 |
| Amount recommended | 186,058,000 | 180,665,000 | 185,158,000 |
| Maintenance of ATC system: | | | |
| Budget estimate | 868,297,000 | 868,297,000 | 868,297,000 |
| Adjustments to budget estimate: | | | |
| AMASS maintenance | — 2,000,000 | 0 | — 2,000,000 |
| OASIS maintenance | — 100,000 | 0 | — 100,000 |
| Undefined inflation | 0 | — 3,602,000 | — 3,602,000 |
| Amount recommended | 866,197,000 | 864,695,000 | 862,595,000 |
| Leased telecommunications: | | | |
| Budget estimate | 328,423,000 | 328,423,000 | 328,423,000 |
| Adjustments to budget estimate: | | | |
| Administrative communications | — 4,680,000 | 0 | — 1,500,000 |
| WECO switch offset | — 2,000,000 | 0 | — 2,000,000 |
| General reduction | 0 | — 2,078,000 | 0 |
| Amount recommended | 321,743,000 | 326,345,000 | 324,923,000 |
| Aviation regulation/certification: | | | |
| Budget estimate | 399,711,000 | 399,711,000 | 399,711,000 |
| Adjustments to budget estimate: | | | |
| Flight standards staff increase | — 4,954,000 | — 4,954,000 | 0 |
| New data systems | — 1,634,000 | — 1,634,000 | — 1,634,000 |
| PCS moves | — 617,000 | — 617,000 | — 617,000 |
| OMEGA navigation system | — 8,556,000 | — 2,056,000 | — 1,840,000 |

FAA OPERATIONS—Continued

| | House bill | Senate bill | Conference agree- ment |
|---|--------------|--------------|---------------------------|
| Amount recommended | 383,950,000 | 390,450,000 | 395,620,000 |
| Aviation standards: | | | |
| Budget estimate | 111,395,000 | 111,395,000 | 111,395,000 |
| Adjustments to budget estimate: | | | |
| Hold costs to fiscal year 1995 level | – 2,644,000 | – 2,644,000 | – 2,644,000 |
| Amount recommended | 108,751,000 | 108,751,000 | 108,751,000 |
| Aviation security: | | | |
| Budget estimate | 65,769,000 | 65,769,000 | 65,769,000 |
| Adjustments to budget estimate: | | | |
| Hold costs to fiscal year 1995 level | – 920,000 | 0 | 0 |
| General reduction | 0 | – 769,000 | 0 |
| Amount recommended | 64,849,000 | 65,000,000 | 65,769,000 |
| NAS Design and management | | | |
| Budget estimate | 53,277,000 | 53,277,000 | 53,277,000 |
| Adjustments to budget estimate: | | | |
| General reduction | – 8,277,000 | – 277,000 | – 3,000,000 |
| Amount recommended | 45,000,000 | 53,000,000 | 50,277,000 |
| Administration of airports: | | | |
| Budget estimate | 42,173,000 | 42,173,000 | 42,173,000 |
| Adjustments to budget estimate: | | | |
| Staffing increase | – 643,000 | – 673,000 | – 650,000 |
| Amount recommended | 41,530,000 | 41,500,000 | 41,523,000 |
| Commercial space transportation: | | | |
| Budget estimate | 6,541,000 | 6,541,000 | 6,541,000 |
| Adjustments to budget estimate: | | | |
| Hold travel to fiscal year 1995 level | – 45,000 | – 45,000 | – 45,000 |
| Contract programs | – 666,000 | – 666,000 | – 666,000 |
| Delete industry support | – 60,000 | – 60,000 | – 60,000 |
| Amount recommended | 5,770,000 | 5,770,000 | 5,770,000 |
| Human resource management: | | | |
| Budget estimate | 231,947,000 | 231,947,000 | 231,947,000 |
| Adjustments to budget estimate: | | | |
| Labor, personnel and human relations | – 22,142,000 | 0 | – 17,197,000 |
| Centralized training | – 10,050,000 | 0 | – 8,000,000 |
| MARC | +250,000 | 0 | +250,000 |
| General reduction | 0 | – 23,447,000 | 0 |
| Amount recommended | 200,005,000 | 208,500,000 | 207,000,000 |
| Executive direction and management: | | | |
| Budget estimate | 189,216,000 | 189,216,000 | 189,216,000 |
| Adjustments to budget estimate: | | | |
| Staffing reductions | – 5,390,000 | 0 | – 3,169,000 |
| Regional public affairs staffing | – 2,047,000 | 0 | – 2,047,000 |
| General reduction | – 6,779,000 | – 9,216,000 | 0 |
| Amount recommended | 175,000,000 | 180,000,000 | 184,000,000 |
| Account-wide adjustments: | | | |
| Administration aircraft | – 3,600,000 | 0 | – 1,500,000 |
| Adjustments to budget estimate: | | | |
| SAE grant | – 105,000 | 0 | 0 |

FAA OPERATIONS—Continued

| | House bill | Senate bill | Conference agree- ment |
|---|---------------|---------------|---------------------------|
| Overseas personnel assignments | — 500,000 | 0 | — 500,000 |
| Non-pay inflation | — 4,824,000 | 0 | — 4,824,000 |
| Workers' compensation | — 1,394,000 | 0 | — 1,394,000 |
| Undistributed | — 8,754,000 | — 15,000,000 | 0 |
| Operational pay differential | 0 | — 45,000,000 | 0 |
| Non-pay inflation, administrative aircraft, and GSA ve- hicles | 0 | — 5,000,000 | 0 |
| Amount recommended | — 19,177,000 | — 65,000,000 | — 8,218,000 |
| Offsetting receipts: Amount recommended | 0 | — 10,000,000 | 0 |
| Total appropriation | 4,600,000,000 | 4,550,000,000 | 4,645,712,000 |
| Transfer from Coast Guard | | | 60,000,000 |
| Total funding | 4,600,000,000 | 4,550,000,000 | 4,705,712,000 |

Contract tower streamlining program.—The conferees agree to restore the reduction of \$6,520,000 proposed by the House for this program, but agree with the House's observation that in past years, funds for this important program have not been spent as intended, but reprogrammed to other activities. The conferees believe these delays have been at least partly due to wage determinations required administratively by the Department of Labor. Since the conferees agree with the Senate language amending and streamlining the wage determination process, it is hoped the contract tower program will move forward without further delay and achieve the promised budgetary savings. The FAA is directed not to reprogram any of the \$6,520,000 appropriated for this program.

"Quality through partnership" program.—The conference agreement deletes the \$1,790,000 budgeted for this program, as proposed by the House. The conferees direct that no funds be reprogrammed for this activity during fiscal year 1996.

Accelerated promotion.—Since completion of House and Senate action on this bill, program savings of \$4,300,000 have been found resulting from discontinuation of the accelerated promotion program for air traffic controllers. When the Training Agreement for Accelerated Promotions expired on July 15, 1995 and the administration made a decision not to renew the program, these funds became excess to budgetary requirements. This program allowed controllers to receive grade-to-grade promotions without fulfilling the time-in-grade requirements applicable to other federal employees. The conferees have used these savings to restore funding for additional FAA safety and certification inspectors, in order to provide the highest level of aviation safety possible.

Aviation safety inspectors.—The conference agreement fully funds the administration's request for 233 additional aviation safety inspectors, including an additional 117 general aviation inspectors. This is in addition to the increase in staffing provided for fiscal year 1995. Between fiscal year 1994 and 1996, end-of-year staffing in this area has risen from 4,051 to a funded level of 4,606, a two-year increase of almost 14 percent. Despite difficult budget constraints, the conferees believe this is a high priority safety area worthy of additional funding.

Flight service stations.—The conferees do not intend for FAA to close flight service stations not in the currently-approved plan, and believe funding in the conference agreement is sufficient for the FAA to continue to operate and maintain its existing network of flight service stations around the country.

Allocation of budget reductions.—The conferees reiterate to FAA and departmental officials that the funding allocations and reductions specified in the bill, as detailed and explained in this joint explanatory statement of the committee of conference, are the best expressions of Congressional intentions regarding the proper uses of appropriated funds. Should the department decide to reduce activities below the levels specified or implied herein, and in particular if activities are to be substantially reduced or terminated by agency action which is not specifically addressed in this statement, the department shall receive prior Congressional approval through the reprogramming process.

Mid-America Aviation Resource Consortium.—The conferees agree to provide \$250,000 for continued support of the Mid-America Aviation Resource Consortium, as proposed by the House, but intend that this be the final year of federal support for this facility unless requested in the President's budget.

Loran-C automatic blink system.—The conferees agree with the House's direction to expedite implementation of the automatic blink system for the Loran-C navigation system.

Aurora, IL en route center.—The conferees recognize the urgency of solving the problems causing computer outages at the FAA's air traffic control center in Aurora, Illinois. The Aurora center is one of the busier in the world and a critical link in our nation's air traffic control system. Years of delay in updating the present equipment have resulted in an obsolete, aged, and failure-prone system at the Aurora center. FAA has worked diligently to develop an interim solution to this problem as quickly as is technologically feasible, pending installation of a new air traffic control system for the nation. The conferees deem maintenance of reliable operational capability at the Aurora center to be in the national interest of maintaining an efficient and viable national air transportation system, and deem the implementation of interim solutions to the problems causing computer outages to be an urgent national priority. FAA should simplify and expedite its procurement process to the maximum extent feasible, and should allocate all necessary personnel resources to assure that the existing system remains in reliable working order. If FAA determines that additional technological or personnel resources are necessary to develop and implement interim solutions to these problems, then the Congress would give serious consideration to providing such additional resources. The conference agreement includes \$20,000,000, as proposed by the Senate, for the display channel complex rehost program, which will upgrade the computers at Aurora and similar centers.

Amendment No. 41: Provides that \$2,222,859,100 shall be derived from the airport and airway trust fund instead of \$1,871,500,000 as proposed by the House and \$1,865,000,000 as proposed by the Senate.

Amendment No. 42: Allows funds for any "agency" services to be credited to this appropriation, as proposed by the Senate. The

House bill specified that only receipts for "aviation" services be credited to the appropriation.

Amendment No. 43: Requires that funds credited to the appropriation be "receipts for" certain services, as proposed by the Senate. The House bill contained no similar language.

Amendment No. 44: Deletes Senate language allowing \$10,000,000 in additional safety and security fees to be credited to this appropriation. The conferees have not yet seen adequate details from the administration demonstrating the unequivocal need for new fees, an explanation and justification of the specific fees to be imposed, or a convincing argument that the FAA's cost structure is of such efficiency that new fees or taxes are necessary. In addition, the conferees believe there will be substantial savings achieved through the FAA reform provisions enacted in this bill and the broader revisions currently under consideration in the authorization process. Such cost savings, combined with further review of the agency's cost structure, could obviate or minimize the need for additional fees.

Amendment No. 45: The conference agreement deletes language proposed by the Senate which would have begun a three year phaseout of the "five percent bonus pay" for air traffic controllers and technicians, and inserts new language allowing the Secretary of Transportation permissive transfer authority of up to \$60,000,000 from Coast Guard "Operating expenses" to augment funding for air traffic control operations and maintenance to enhance safety and security.

FAA operations funding and transfer flexibility.—Since consideration of the fiscal year 1996 transportation appropriations bill by the House and Senate, the administration has raised the priority of funding for FAA operations and maintenance. For example, in a September 13, 1995 letter to the House and Senate Appropriations Committees, the director of the Office of Management and Budget advised "the administration has serious concerns that the funding level for Federal Aviation Administration (FAA) Operations would make it difficult to continue today's high levels of aviation safety. The administration's highest priority is that FAA operations be funded at the requested level."

The conferees have given the utmost consideration to the administration's priorities. The conference agreement includes an appropriation for FAA operations above the levels proposed in either the House or Senate bill. In addition, the agreement includes the authority for the Secretary of Transportation to transfer up to \$60,000,000 from Coast Guard "Operating expenses" to augment the FAA's operating budget for air traffic control operations and maintenance activities which enhance aviation safety and security. It is not clear at this time how much of this authority might be required, but the conferees wish to provide maximum flexibility in the event of a critical shortfall. With the transfer, total funding for FAA operations in this bill is \$4,705,712,000, slightly above the administration's request.

In addition, the conference agreement fully restores the requested increase for aviation safety inspectors and implements significant FAA personnel and procurement reforms. The first action addresses a high administration priority and provides the maxi-

imum resources possible for an important safety initiative. Personnel and procurement reforms are expected to free up significant operating funds for air traffic control and safety-related activities. Overall, the conferees are confident that the increased funding level, combined with transfer flexibility and these additional actions, will be sufficient to maintain aviation safety over the coming year despite the difficult budget environment and the necessity for government-wide downsizing.

Five percent bonus pay.—The conference agreement restores the reduction of \$45,000,000 to begin a three year phaseout of this pay proposed by the Senate. However, in order to accommodate the \$88,600,000 estimated for this program, the conferees were required to hold funding for the airport improvement program to the fiscal year 1995 level of \$1,450,000,000. Given the high priority placed on the five percent bonus by the administration and the desire to maintain morale in the air traffic controller workforce, the conferees believe it prudent and necessary to delay some airport construction projects to finance continuation of this important activity.

Aviation security.—The conference agreement fully funds the administration's request of \$65,769,000 for aviation security activities due to the high priority of this activity given recent threat assessments.

Amendment No. 46: Provides for the transfer of unexpended balances from prior appropriations for the office of commercial space transportation to this appropriation, and prohibits airport and airway trust fund resources from being used to support the office of commercial space transportation, as proposed by the Senate. The House bill contained no similar provisions. The conference agreement transfers this office from the office of the secretary of transportation to the FAA.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 47: Appropriates \$1,934,883,000 for facilities and equipment instead of \$2,000,000,000 as proposed by the House and \$1,890,377,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 budget estimate, House and Senate recommended levels, and the conference agreement by program, project, and activity:

FACILITIES AND EQUIPMENT
Conference Agreement
(in thousands of dollars)

| FY96 | | FY 1996 | FY 1996 | FY 1996 | Conference |
|------------|--|------------------|------------------|------------------|------------------|
| LINE | TITLE | Estimate | House | Senate | Agreement |
| BA1 | ENGINEERING DEVELOPMENT, TEST AND EVALUATION: | | | | |
| 1A01 | AVIATION WEATHER SERVICES IMPROVEMENTS | 13,700.0 | 26,100.0 | 13,700.0 | 19,700.0 |
| 1A02 | EN ROUTE AUTOMATION | 317,400.0 | 256,700.0 | 256,700.0 | 256,700.0 |
| | AERONAUTICAL DATA LINK (ADL) | 0.0 | 27,400.0 | 27,400.0 | 27,400.0 |
| 1A04 | VOICE SWITCHING AND CONTROL SYSTEM (VSCS) - EDT&E | 11,000.0 | 11,000.0 | 11,000.0 | 11,000.0 |
| 1A03 | OCEANIC AUTOMATION SYSTEM | 47,100.0 | 47,100.0 | 47,100.0 | 47,100.0 |
| | AERONAUTICAL DATA LINK (ADL) APPLICATIONS | | | | |
| | SUBTOTAL - EN ROUTE PROGRAMS | 389,200.0 | 365,300.0 | 366,900.0 | 361,900.0 |
| 1B01 | AIRPORT SURVEILLANCE RADAR (ASR) | 14,300.0 | 14,300.0 | 14,300.0 | 14,300.0 |
| 1B02 | REMOTE MAINTENANCE MONITORING SYSTEM | 3,000.0 | 3,000.0 | 0.0 | 0.0 |
| 1B03 | TERMINAL AUTOMATION | 31,600.0 | 31,600.0 | 24,400.0 | 31,600.0 |
| 1B04 | TOWER AUTOMATION | 29,500.0 | 29,500.0 | 29,500.0 | 29,500.0 |
| | TERMINAL AREA SURVEILLANCE SENSOR (TASS) | 0.0 | 5,800.0 | 5,000.0 | 5,000.0 |
| | LOW-COST ASDE | 0.0 | 8,000.0 | 0.0 | 5,000.0 |
| | LOOP TECHNOLOGY FOR SURFACE DETECTION | 0.0 | 2,000.0 | 0.0 | 2,000.0 |
| | SUBTOTAL - TERMINAL PROGRAMS | 78,400.0 | 84,200.0 | 73,200.0 | 87,400.0 |
| 1E02 | FAA TECHNICAL CENTER FACILITY - BUILDING LEASE | 5,290.0 | 0 | 5,290.0 | 5,290.0 |
| 1E03 | UTILITY PLANT MODIFICATIONS | 1,560.0 | 0 | 1,560.0 | 1,560.0 |
| 1E05 | NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY | 2,000.0 | 0 | 2,000.0 | 2,000.0 |
| 1E06 | TECHNICAL CENTER FACILITIES | 9,600.0 | 20,600.0 | 9,600.0 | 9,600.0 |
| 1E08 | CAMI INFRASTRUCTURE - MODERNIZATION | 600.0 | 600.0 | 600.0 | 600.0 |
| 1E01 | INDEPENDENT OPERATIONAL TEST SUPPORT | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 |
| 1E04 | GENERAL AIRPORT IMPROVEMENTS | 150.0 | 0 | 150.0 | 150.0 |
| 1E07 | TECHNICAL CENTER FIBER DATA DISTRIBUTION INTERFACE | 2,000.0 | 0 | 2,000.0 | 2,000.0 |
| 1E09 | CABIN RESEARCH FACILITY CONSTRUCTION | 500.0 | 500.0 | 500.0 | 500.0 |
| | SUBTOTAL, RDT&E EQUIPMENT AND FACILITIES | 23,200.0 | 23,200.0 | 23,200.0 | 23,200.0 |
| | TOTAL ACTIVITY 1 | 490,800.0 | 485,700.0 | 463,300.0 | 472,500.0 |
| BA2 | AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT: | | | | |
| | DISPLAY COMPLEX CHANNEL REHOST | 0.0 | 0 | 20,000.0 | 20,000.0 |
| 2A01 | LONG RANGE RADAR (LRR) PROGRAM - REPLACE/ESTABLISH | 12,800.0 | 12,800.0 | 12,800.0 | 12,800.0 |
| 2A02 | RML SYSTEM REPLACEMENT/EXPANSION | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2A03 | NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE | 10,800.0 | 10,800.0 | 10,800.0 | 10,800.0 |
| 2A04 | ATC EN ROUTE RADAR FACILITIES IMPROVEMENTS | 17,700.0 | 11,800.0 | 11,800.0 | 11,800.0 |
| 2A05 | EN ROUTE AUTOMATION | 17,700.0 | 17,700.0 | 17,700.0 | 17,700.0 |
| 2A06 | AIR TRAFFIC OPERATIONS MANAGEMENT | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2A07 | WEATHER AND RADAR PROCESSOR (WARP) | 7,800.0 | 7,800.0 | 7,800.0 | 7,800.0 |
| 2A08 | AERONAUTICAL DATA LINK (ADL) APPLICATIONS | 15,000.0 | 0 | 0.0 | 0.0 |
| 2A09 | ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS | 42,100.0 | 56,100.0 | 56,100.0 | 56,100.0 |
| 2A10 | VOICE SWITCHING AND CONTROL SYSTEM (VSCS) | 112,700.0 | 106,100.0 | 106,100.0 | 106,100.0 |
| 2A11 | RCF - EXPAND/RELOCATE | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2A12 | TRAFFIC FLOW MANAGEMENT | 28,500.0 | 40,300.0 | 34,000.0 | 40,300.0 |
| 2A13 | DATA MULTIPLEXING NETWORK (DMN) | 7,900.0 | 7,900.0 | 7,900.0 | 7,900.0 |
| 2A14 | CRITICAL COMMUNICATIONS SUPPORT | 3,000.0 | 0 | 2,000.0 | 2,000.0 |
| 2A15 | EN ROUTE COMMS AND CONTROL FACILITIES IMPROVEMENT | 3,181.0 | 3,181.0 | 3,181.0 | 3,181.0 |
| 2A16 | SATELLITE COMMUNICATIONS CIRCUIT BACK-UP | 4,000.0 | 4,000.0 | 4,000.0 | 4,000.0 |
| 2A17 | DOD BASE CLOSURE - FACILITY TRANSFER | 5,000.0 | 5,000.0 | 5,000.0 | 5,000.0 |
| 2A18 | BACK-UP EMERGENCY COMMUNICATIONS (BUEC) | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| | VOLCANO MONITOR | 0.0 | 0.0 | 2,000.0 | 2,000.0 |
| | SUBTOTAL - EN ROUTE PROGRAMS | 293,181.0 | 291,481.0 | 308,181.0 | 316,481.0 |
| 2B01 | TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE | 4,900.0 | 47,400.0 | 7,400.0 | 7,400.0 |
| 2B02 | MODE S - PROVIDE | 12,700.0 | 12,700.0 | 12,700.0 | 12,700.0 |
| 2B03 | TERMINAL AUTOMATION | 22,800.0 | 17,300.0 | 17,300.0 | 17,300.0 |
| 2B05 | REMOTE MAINTENANCE MONITORING SYSTEM (RMMS) | 27,500.0 | 15,000.0 | 24,500.0 | 24,500.0 |
| 2B06 | TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE | 60,400.0 | 60,400.0 | 60,400.0 | 60,400.0 |
| 2B07 | CONTROL TOWER/TRACON FACILITIES - IMPROVE | 25,884.0 | 22,800.0 | 25,800.0 | 25,800.0 |
| 2B09 | EMERGENCY TRANSCIVERS - REPLACEMENT | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 2B10 | TERMINAL VOICE SWITCH REPLACEMENT (TVSR) | 7,000.0 | 14,000.0 | 7,000.0 | 14,000.0 |

FACILITIES AND EQUIPMENT
Conference Agreement
(in thousands of dollars)

| FY96 | | FY 1996 | FY 1996 | FY 1996 | Conference |
|-------|--|------------------|------------------|------------------|------------------|
| LINE | TITLE | Estimate | House | Senate | Agreement |
| 2B11 | RADIO CONTROL EQUIPMENT (RCE) - PROVIDE | 1,100.0 | 1,100.0 | 1,100.0 | 1,100.0 |
| 2B13 | AIRPORT SURFACE DETECTION EQUIPMENT (ASDE-3) | 8,800.0 | 8,800.0 | 8,800.0 | 8,800.0 |
| 2B12 | TERMINAL RADAR (ASR) - IMPROVE | 3,508.0 | 3,508.0 | 2,700.0 | 3,508.0 |
| 2B08 | METROPLEX CONTROL FACILITIES - ADVANCED PLANNING | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 2B18 | DALLAS/FORT WORTH METROPLEX PROGRAM | 13,000.0 | 13,000.0 | 13,000.0 | 13,000.0 |
| 2B14 | POTOMAC METROPLEX | 12,800.0 | 12,800.0 | 10,400.0 | 10,400.0 |
| | NORTHERN CALIFORNIA METROPLEX | 0.0 | 10,000.0 | 3,800.0 | 3,800.0 |
| | ATLANTA METROPLEX | 0.0 | 10,000.0 | 1,000.0 | 1,000.0 |
| 2B17 | CHICAGO METROPLEX | 1,000.0 | 1,000.0 | 0.0 | 0.0 |
| 2B21 | SOUTHERN CALIFORNIA METROPLEX | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 2B15 | EMPLOYEE SAFETY/OSHA AND ENVIRONMENTAL COMPLIANCE STDS | 23,000.0 | 23,000.0 | 23,000.0 | 21,000.0 |
| 2B19 | PRECISION RUNWAY MONITORS | 1,200.0 | 1,200.0 | 0.0 | 0.0 |
| 2B20 | NEW AUSTIN AIRPORT AT BERGSTROM | 14,800.0 | 14,800.0 | 12,000.0 | 14,000.0 |
| 2B04 | AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS) | 11,300.0 | 31,300.0 | 0.0 | 11,300.0 |
| 2B23 | TERMINAL COMMUNICATIONS IMPROVEMENTS | 3,495.0 | 3,495.0 | 3,495.0 | 3,495.0 |
| 2B16 | ARTS IIIA DATA ENTRY DISPLAY | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2B22 | INTEGRATED NETWORK MANAGEMENT SYSTEM | 300.0 | 0.0 | 0.0 | 0.0 |
| | SUBTOTAL - TERMINAL PROGRAMS | 262,046.0 | 330,401.0 | 243,196.0 | 264,101.0 |
| 2C01 | FLIGHT SERVICE STATION (FSS) AUTOMATION | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2C02 | AUTOMATED SURFACE OBSERVING SYSTEM (ASOS) | 24,500.0 | 24,500.0 | 24,500.0 | 24,500.0 |
| 2C03 | OASIS | 18,700.0 | 18,700.0 | 18,700.0 | 18,700.0 |
| 2C04 | FLIGHT SERVICE FACILITIES IMPROVEMENT | 805.0 | 805.0 | 805.0 | 805.0 |
| | SUBTOTAL - FLIGHT SERVICE PROGRAMS | 46,006.0 | 46,006.0 | 43,006.0 | 43,006.0 |
| 2D01 | VOR/DME/TACAN NETWORK PLAN | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 2D02 | ILS - REPLACE MARK 1A, 1B, AND 1C | 6,900.0 | 6,900.0 | 6,900.0 | 6,900.0 |
| 2D03 | INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE | 30,000.0 | 33,500.0 | 35,000.0 | 35,000.0 |
| 2D04 | VISUAL NAVAIDS - ESTABLISH/EXPAND | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 2D06 | RUNWAY VISUAL RANGE (RVR) | 2,000.0 | 9,000.0 | 2,000.0 | 9,000.0 |
| 2D07 | INSTRUMENT APPROACH PROCEDURES AUTOMATION (IAPA) | 900.0 | 900.0 | 900.0 | 900.0 |
| 2D08 | GULF OF MEXICO OFFSHORE PROGRAM | 4,900.0 | 4,900.0 | 4,900.0 | 4,900.0 |
| 2D11 | NAVIGATIONAL AND LANDING AIDS - IMPROVE | 3,884.0 | 3,884.0 | 3,884.0 | 3,884.0 |
| 2D05 | LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS) | 1,000.0 | 15,000.0 | 15,000.0 | 15,000.0 |
| 2D09 | ILS - REPLACE GRN-27 | 6,900.0 | 6,900.0 | 6,900.0 | 6,900.0 |
| 2D10 | WIDE AREA AUGMENTATION SYSTEM FOR GPS (WAAS) | 86,900.0 | 86,900.0 | 86,900.0 | 86,900.0 |
| | SUBTOTAL - LANDING AND NAVIGATIONAL AIDS | 146,364.0 | 170,884.0 | 165,364.0 | 172,364.0 |
| 2E01 | ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS) | 5,900.0 | 5,900.0 | 5,900.0 | 5,900.0 |
| 2E02 | FUEL STORAGE TANK REPLACEMENT AND MONITORING | 25,000.0 | 9,400.0 | 23,800.0 | 16,000.0 |
| 2E03 | FAA BUILDINGS AND EQUIPMENT - IMPROVE/MODERNIZE | 7,232.0 | 7,232.0 | 7,232.0 | 7,232.0 |
| 2E04 | ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT | 5,400.0 | 5,400.0 | 5,400.0 | 5,400.0 |
| 2E05 | AIR NAVAIDS AND ATC FACILITIES (LOCAL PROJECTS) | 2,500.0 | 0.0 | 1,000.0 | 1,000.0 |
| 2E06 | AIR NAVIGATION FACILITY/ATC SYSTEM SUPPORT | 4,500.0 | 0.0 | 2,500.0 | 2,500.0 |
| 2E07 | PURCHASE LAND OR EASEMENT FOR EXISTING FACILITIES | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 |
| 2E08 | AIRCRAFT RELATED EQUIPMENT PROGRAM | 4,900.0 | 4,900.0 | 3,900.0 | 3,900.0 |
| 2E09 | AIRCRAFT FLEET MODERNIZATION | 55,000.0 | 55,000.0 | 55,000.0 | 54,000.0 |
| 2E011 | AIRPORT CABLE LOOP SYSTEMS - SUSTAINED SUPPORT | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 2E012 | COMPUTER AIDED ENG GRAPHICS (CAEG) REPLACEMENT | 1,500.0 | 1,500.0 | 1,500.0 | 1,500.0 |
| | SUBTOTAL - OTHER ATC FACILITIES | 116,432.0 | 92,832.0 | 109,732.0 | 109,932.0 |
| | TOTAL ACTIVITY 2 | 862,647.0 | 930,983.0 | 876,477.0 | 895,883.0 |
| BA3 | NON-ATC FACILITIES AND EQUIPMENT: | | | | |
| 3A01 | NAS MANAGEMENT AUTOMATION PROGRAM (NASMAP) | 2,000.0 | 0.0 | 1,500.0 | 0.0 |
| 3A02 | HAZARDOUS MATERIALS MANAGEMENT | 22,100.0 | 21,000.0 | 22,100.0 | 18,000.0 |
| 3A04 | AVIATION SAFETY ANALYSIS SYSTEM (ASAS) | 19,400.0 | 19,400.0 | 19,400.0 | 19,400.0 |
| 3A05 | OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS) | 4,900.0 | 4,900.0 | 4,900.0 | 4,900.0 |
| 3A06 | CHILD CARE FACILITIES | 2,600.0 | 5,200.0 | 2,600.0 | 2,600.0 |
| 3A07 | FAA EMPLOYEE HOUSING - PROVIDE | 4,900.0 | 4,900.0 | 4,900.0 | 4,900.0 |
| 3A08 | LOGISTICS SUPPORT SYSTEM AND FACILITIES | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 3A09 | TEST EQUIPMENT - MAINTENANCE SUPPORT | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 3A10 | INTEGRATED FLIGHT QUALITY ASSURANCE | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 |
| 3A11 | SAFETY PERFORMANCE ANALYSIS SUBSYSTEM (SPAS) | 3,200.0 | 3,200.0 | 3,200.0 | 3,200.0 |

FACILITIES AND EQUIPMENT
Conference Agreement
(in thousands of dollars)

| FY96 | | FY 1996 | FY 1996 | FY 1996 | Conference |
|------------|---|--------------------|--------------------|--------------------|--------------------|
| LINE | TITLE | Estimate | House | Senate | Agreement |
| | PORTABLE PERFORMANCE SUPPORT SYS - PEN-BASED | 0.0 | .0 | 2,100.0 | 2,100.0 |
| 3A13 | NATIONAL AVIATION SAFETY DATA CENTER | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 3A03 | NAS RECOVERY COMMUNICATIONS (RCOM) | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 |
| 3A12 | PERFORMANCE ENHANCEMENT SYSTEM | 2,100.0 | 2,100.0 | 0.0 | 0.0 |
| | AIRPORT/AIRCRAFT SECURITY EQUIPMENT | 0.0 | 10,000.0 | 10,000.0 | 10,000.0 |
| | SUBTOTAL - SUPPORT EQUIPMENT | 69,200.0 | 78,700.0 | 78,700.0 | 73,100.0 |
| 3B01 | COMPUTER BASED INSTRUCTION (CBI) - EXPAND/IMPROVE | 8,800.0 | 8,800.0 | 8,800.0 | 8,800.0 |
| 3B02 | AERONAUTICAL CENTER TRAINING AND SUPPORT FACILITIES | 6,900.0 | 6,900.0 | 8,900.0 | 6,900.0 |
| 3B03 | NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 |
| | SUBTOTAL - TRAINING EQUIPMENT & FACILITIES | 18,700.0 | 18,700.0 | 18,700.0 | 18,700.0 |
| | TOTAL ACTIVITY 3 | 87,900.0 | 97,400.0 | 97,400.0 | 91,800.0 |
| BA4 | MISSION SUPPORT: | | | | |
| 4A01 | SYSTEM ENGINEERING AND DEVELOPMENT SUPPORT | 72,400.0 | 72,400.0 | 69,400.0 | 69,400.0 |
| 4A03 | LOGISTICS SUPPORT SERVICES | 7,000.0 | 7,000.0 | 7,000.0 | 7,000.0 |
| 4A04 | MIKE MONRONEY AERONAUTICAL CENTER - LEASE | 15,000.0 | 15,000.0 | 15,000.0 | 15,000.0 |
| 4A05 | IN-PLANT NAS CONTRACT SUPPORT SERVICES | 4,900.0 | 4,900.0 | 4,900.0 | 4,900.0 |
| 4A06 | TRANSITION ENGINEERING SUPPORT | 50,000.0 | 60,000.0 | 50,000.0 | 53,000.0 |
| 4A07 | FREQUENCY AND SPECTRUM ENGINEERING - PROVIDE | 1,300.0 | 1,300.0 | 1,300.0 | 1,300.0 |
| 4A08 | ACQUISITION OVERSIGHT | 400.0 | 400.0 | 400.0 | 400.0 |
| 4A09 | FAA SYSTEM ARCHITECTURE | 4,900.0 | 2,000.0 | 4,000.0 | 3,000.0 |
| 4A10 | TECHNICAL SERVICES SUPPORT CONTRACT (TSSC) | 62,200.0 | 61,200.0 | 60,200.0 | 60,200.0 |
| 4A02 | PROGRAM SUPPORT LEASES | 27,000.0 | 31,117.0 | 27,000.0 | 29,500.0 |
| 4A11 | PERMANENT CHANGE OF STATION MOVES | 15,000.0 | 15,000.0 | 15,000.0 | 15,000.0 |
| | TOTAL ACTIVITY 4 | 260,100.0 | 270,317.0 | 254,200.0 | 258,700.0 |
| BA5 | PERSONNEL AND RELATED EXPENSES: | | | | |
| 5A01 | PERSONNEL AND RELATED EXPENSES | 207,000.0 | 216,000.0 | 216,000.0 | 216,000.0 |
| | TOTAL ACTIVITY 5 | 207,000.0 | 216,000.0 | 216,000.0 | 216,000.0 |
| | TOTAL | 1,907,847.0 | 2,000,000.0 | 1,890,377.0 | 1,834,883.0 |

Automated surface observing system.—In its July 30, 1992 report on the fiscal year 1993 DOT Appropriations Bill, the Senate Appropriations Committee noted that certain critical requirements for the automated surface observing system [ASOS] appeared to be unfunded and not included in the original ASOS contract. In a report to Congress dated July 26, 1993, the Acting Administrator of the FAA noted that ground-to-air radios, freezing rain sensors, and improved tower displays were “considered urgent to achieve successful completion of the ASOS program”. According to the FAA, additional funding was not required for the radios, the rain sensors would be funded over fiscal years 1994 and 1995, and the display upgrade only awaited a cost estimate from the National Oceanic and Atmospheric Administration. Given these statements, the conferees were surprised to learn that a recent ASOS program review revealed unfunded costs of approximately \$25,000,000 for these items, as well as unfunded maintenance costs. The FAA is now developing a plan to use a large portion of the fiscal year 1996 funds—appropriated to procure 106 additional systems—to address this shortfall instead. The conferees emphatically direct the FAA to use the fiscal year 1996 funding to procure the additional ASOS systems, as was justified to the Congress in the President’s budget request.

The conferees are disappointed to learn that the FAA did not resolve these problems in 1993, as it led Congress to believe, and are concerned that this is one more example of an FAA acquisition culture in great need of the reforms contained in this bill. If the FAA’s estimates of a shortfall are correct, then a reprogramming of non-ASOS funds should be submitted for consideration through the normal process, in an expedited manner as would be suggested by the agency’s past statements regarding the urgency of these improvements. In addition, the conferees direct the FAA to report to the House and Senate Committees on Appropriations by December 1, 1995 on the agency’s plans to close the gap of installed versus commissioned sites, without interrupting the scheduled procurement of ASOS units.

The conferees direct the FAA to expedite installation of the long line connection providing ASOS data between the Ames Airport, Iowa and the national weather net.

Terminal area surveillance system.—The conference agreement provides \$5,000,000 for the terminal area surveillance system [TASS] as proposed by the Senate instead of \$5,800,000 as proposed by the House. In its appeal to the conferees, the FAA stated “the TASS program has been restructured from a single, multi-function system acquisition program to a program focused on research into subsystem performance enhancements.” The conferees have no information on this restructured program, and believe the TASS development and acquisition program should proceed as scheduled and planned prior to any restructuring. Fiscal year 1996 funding is provided specifically for the TASS system acquisition program and not for any subsystem enhancements.

Low-cost ASDE and non-radar runway incursion technologies.—The conferees agree that the FAA should explore lower cost surface detection technology solutions for airports not scheduled to receive ASDE-3 equipment. The conferees agree to provide

\$5,000,000 for the development and demonstration of lower cost phased array surface detection technology, instead of \$8,000,000 as proposed by the House. Funds should be used for purchase and installation of one such system and for administrative costs related to demonstration and evaluation of the system.

Terminal doppler weather radar.—The conference agreement does not include additional funding for the acquisition of five new terminal doppler weather radars proposed by the House. The conferees, however, are not convinced that the ASR/windshear alert program, now in the research phase, will be a cost-effective alternative to terminal doppler weather radar in meeting future windshear requirements. The FAA has not provided sufficient data regarding the performance of the ASR/windshear alert program in dry regions of the country. Moreover, under current projects, the ASR/windshear alert program will not be commissioned until the year 2002. During the fiscal year 1997 hearing cycle, the conferees expect to further explore the efficacy of the ASR/windshear alert program. In the interim, the conferees expect the FAA to move forward with site surveys for the next five sites for which TDWR systems are indicated, and to report on its progress no later than sixty days following enactment of this Act. In addition, the conferees direct the FAA to update the needs requirement analysis for the terminal doppler weather program that was first done in 1986 no later than sixty days following enactment of this Act. The update should include a review of the 47 sites included in the existing contract and the 53 sites not scheduled under the current contract. The conferees direct the FAA to review those sites experiencing significant delays in the installation of TDWRs in the existing contract and certify that each is likely to be commissioned. With that review, and based upon the site selection review for the next five sites, the FAA is urged to request reprogramming permission, if necessary to continue the TDWR program in fiscal year 1996.

The conferees want to reiterate that funding for any TDWR environmental impact statement [EIS] shall not prejudice the outcome of the EIS for any particular site in New York except as previously cited (North Bellmore and Roslyn, New York).

Instrument landing systems-establishment.—The conference agreement provides \$35,000,000 as proposed by the Senate instead of \$33,500,000 as proposed by the House. Of the amount provided, \$3,500,000 is for a category II ILS on runway 7/25 in Rockford, Illinois, and \$1,500,000 is for benefit-cost analysis, environmental assessment, site survey, and other activities necessary to determine the requirements for an ILS (category I, II, or III) at Lanai Airport, Hawaii. The conference agreement includes funding for a category III ILS on runway 12L/30R at Lambert-St. Louis International Airport, not runway 14R as specified in the House report.

St. Paul, MN downtown airport tower.—In fiscal year 1995, Congress provided \$3,476,000 for the St. Paul, Minnesota Downtown Airport to build a replacement air traffic control tower. The FAA, however, used the airport's money to finance cost overruns on another project. Given that the FAA requested and Congress provided funds for the St. Paul tower in fiscal year 1995, the conferees urge the FAA to honor their prior agreement and make available

the funds necessary to build the replacement tower at the St. Paul Downtown Airport.

Financial baseline control notices.—The conferees reiterate the House's direction that all financial baseline control notices are to be submitted to the Congress at the time they are approved by the agency. The documents themselves should be submitted. The Appropriations Committees will review this practice at the end of the fiscal year to determine whether it should be continued.

Support contracts.—A recent FAA study concluded that the agency uses far too many support contractors, that agency personnel could be much more cost conscious in their contracting and oversight methods, and that in many cases, contract employees are collocated with FAA staff and virtually indistinguishable from government employees. While the conferees have high regard for the work of FAA's support contractors, the study nevertheless raises questions about the extensive nature of such contracts within the FAA. Therefore, the conferees direct the FAA to report to the House and Senate Committees on Appropriations by March 30, 1996 on its plan for resolving the findings and implementing the recommendations of this study. This report should include a discussion of the extent to which the procurement reforms in this bill lessen the need for support contracts to meet the current requirements of the procurement process.

Amendment No. 48: Provides that, of the total amount appropriated, \$1,718,883,000 is available for three years, instead of \$1,784,000,000 in the House bill and \$1,674,377,000 in the Senate bill. This is the amount provided for budget activities one through four.

Amendment No. 49: Includes technical change proposed by the Senate, deleting the word "and" to allow inclusion of language contained in amendment numbered 50.

Amendment No. 50: Provides that, of the total amount appropriated, \$10,000,000 is for noncompetitive cooperative agreements with air carriers for acquisition, installation, and evaluation of certain specified airport security equipment, as proposed by the Senate. The House bill contained no similar provision, although \$10,000,000 was provided for such equipment in the overall appropriation.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

Amendment No. 51: Rescinds \$60,000,000 as proposed by the House instead of \$70,000,000 as proposed by the Senate.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 52: Appropriates \$185,698,000 for research, engineering, and development instead of \$143,000,000 as proposed by the House and \$215,886,000 as proposed by the Senate.

The following table summarizes the fiscal year 1996 estimate, House and Senate recommendations, and the conference agreement, by program, project, and activity:

| Program name | Fiscal year 1996 estimate | House bill | Senate bill | Conference agreement |
|--|---------------------------|-------------|--------------|----------------------|
| System development and infrastructure | \$13,551,000 | \$8,800,000 | \$12,500,000 | \$10,000,000 |
| System planning and resource management | 3,953,000 | 3,000,000 | 3,700,000 | 2,000,000 |
| Technical laboratory facility | 9,598,000 | 5,800,000 | 8,800,000 | 8,000,000 |
| Capacity and air traffic management technology | 79,205,000 | 25,129,000 | 50,800,000 | 37,200,000 |
| Air traffic management technology | 9,875,000 | 0 | 8,000,000 | 3,500,000 |
| Oceanic automation program | 10,470,000 | 8,000,000 | 8,000,000 | 8,000,000 |
| Terminal air traffic control automation (TATCA) | 15,624,000 | 0 | 0 | 0 |
| Runway incursion reduction | 8,177,000 | 0 | 8,000,000 | 4,000,000 |
| System capacity, planning and improvements | 12,256,000 | 6,000,000 | 12,000,000 | 9,000,000 |
| Cockpit technology | 8,266,000 | 6,500,000 | 8,200,000 | 6,700,000 |
| General aviation/vertical flight technology | 3,327,000 | 2,629,000 | 2,600,000 | 2,600,000 |
| Modeling, analysis, and simulation | 7,807,000 | 2,000,000 | 4,000,000 | 3,400,000 |
| Future airway facilities technology | 3,403,000 | 0 | 0 | 0 |
| Communications, navigation and surveillance | 31,330,000 | 20,000,000 | 25,963,000 | 23,000,000 |
| Communications | 15,367,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Navigation | 15,963,000 | 10,000,000 | 15,963,000 | 13,000,000 |
| Surveillance | 0 | 0 | 0 | 0 |
| Weather | 6,493,000 | 6,493,000 | 6,493,000 | 6,493,000 |
| Airport technology | 9,278,000 | 1,000,000 | 8,000,000 | 6,000,000 |
| Aircraft safety technology | 47,547,000 | 29,578,000 | 40,548,000 | 37,978,000 |
| Aircraft systems fire safety | 3,906,000 | 0 | 0 | 0 |
| Advanced materials/structural safety | 2,973,000 | 2,000,000 | 2,500,000 | 2,000,000 |
| Propulsion and fuel systems | 4,059,000 | 0 | 4,055,000 | 3,400,000 |
| Flight safety/atmospheric hazards research | 4,173,000 | 4,173,000 | 4,173,000 | 4,173,000 |
| Aging aircraft | 21,415,000 | 15,000,000 | 21,415,000 | 20,000,000 |
| Aircraft catastrophic failure prevention research | 4,357,000 | 2,705,000 | 2,705,000 | 2,705,000 |
| Fire research | 4,604,000 | 0 | 0 | 0 |
| Fire research and safety | 0 | 5,700,000 | 5,700,000 | 5,700,000 |
| General aviation renaissance | 1,005,000 | 0 | 0 | 0 |
| Cabin safety | 1,055,000 | 0 | 0 | 0 |
| System security technology | 43,808,000 | 23,000,000 | 37,900,000 | 36,045,000 |
| Explosives and weapons detection | 33,179,000 | 23,000,000 | 30,000,000 | 29,000,000 |
| Airport security technology integration | 2,530,000 | 0 | 1,500,000 | 1,000,000 |
| Aviation security human factors | 4,603,000 | 0 | 3,000,000 | 2,549,000 |
| Aircraft hardening | 3,496,000 | 0 | 3,400,000 | 3,496,000 |
| Human factors and aviation medicine | 25,860,000 | 28,000,000 | 25,182,000 | 23,682,000 |
| Flight deck/maintenance/system integration human factors | 11,182,000 | 15,500,000 | 11,182,000 | 11,182,000 |
| Air traffic control/airway facilities human factors | 10,193,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Aeromedical research | 4,485,000 | 2,500,000 | 4,000,000 | 2,500,000 |
| Environment and energy | 5,429,000 | 1,000,000 | 4,500,000 | 3,800,000 |
| Innovative/cooperative research | 5,160,000 | 0 | 4,000,000 | 1,500,000 |
| Total appropriation | 267,661,000 | 143,000,000 | 215,886,000 | 185,698,000 |

Innovative deicing technology.—In order to evaluate the effectiveness of enclosed deicing techniques at smaller regional airports, the conferees urge the FAA to consider the application of Rhineland-Oneida County Airport to develop a test site for the

evaluation of innovative deicing technology. The conferees believe that this technology warrants further exploration, and direct the FAA to provide a full report to the House and Senate Committees on Appropriations by March 15, 1996 on the results of testing and the agency's plans to authorize airport grant funding or passenger facility charges to enable airports to procure such a system.

Runway incursion reduction.—The conference agreement includes \$4,000,000 instead of no funds as proposed by the House and \$8,000,000 as proposed by the Senate. With the funds provided, the conferees direct FAA to give immediate priority and attention to the surface movement advisor project. The conferees believe that reducing runway incursions is a high priority for further research and rapid prototyping. While funds in this long-term research activity are being reduced below the administration's request, the conference agreement includes an additional \$7,000,000 in the "facilities and equipment" account for non-radar technologies and development of low-cost ASDE radar systems. Total funding, over all accounts, for addressing this safety problem in the conference agreement is approximately \$3,000,000 above the administration's request.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 53: Deletes heading "including rescission of contract authorization" proposed by the Senate. This is a technical amendment referring to a proposed rescission of contract authority discussed under amendment numbered 56.

Amendment No. 54: Limits obligations for the grants-in-aid for airports program to \$1,450,000,000 instead of \$1,600,000,000 as proposed by the House and \$1,250,000,000 as proposed by the Senate.

Letters of intent.—The conferees agree with the Senate direction that new letters of intent [LOIs] be awarded only after (1) scheduled LOI payments fall to less than fifty percent of AIP discretionary funds, and (2) FAA has improved its ability to estimate airport development projects' impact on systemwide capacity. Regarding the Senate's language on possible letters of intent for the Northwest Arkansas Regional Airport and the Philadelphia International Airport, the conferees agree that the FAA should fairly consider LOI applications from these airports, and base a final decision on technical requirements at these sites and projections of long term AIP funding, consistent with other directions in this report.

Regarding the Senate's language on a possible letter of intent for the Seattle-Tacoma International Airport, the conferees agree that the FAA should also fairly consider an LOI application from this airport subject to: (1) completion of the required FAA/federal environmental review process; (2) resolution of the concerns brought forward in the report RO-FA-5-015 by the Office of Inspector General; and (3) approval of the runway project from the Regional Transportation Planning Organization for the central Puget Sound region by amending the Regional Air System Plan. Fi-

nally, the FAA shall fairly consider any information brought out at Congressional field hearings on this matter, but not sign an LOI prior to March 31, 1996.

Amendment No. 55: Limits obligations for the military airports program to \$26,000,000 and the reliever airports program to \$48,000,000. The Senate bill proposed obligation limitations of \$20,000,000 and \$50,000,000, respectively. The House bill contained no similar limitations. The conference agreement reflects the Senate's concerns over the effectiveness of these programs, and frees up financial resources for discretionary grants in other parts of the overall AIP program.

Huntsville, AL runway/taxiway rehabilitation project.—The conferees understand that a specific allocation of fiscal year 1996 funds for this project is not necessary, and that sufficient fiscal year 1995 funding has been provided for this project.

State of Missouri flood-damaged airports.—The conferees understand that a specific allocation of fiscal year 1996 funds for this project is not necessary, and that sufficient fiscal year 1995 funding has been provided for this project.

Amendment No. 56: Deletes rescission of contract authority of \$5,000,000 proposed by the Senate. The House bill contained no similar rescission.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 57: Limits general operating expenses of the Federal Highway Administration to \$509,660,000, instead of \$495,381,000 as proposed by the House and \$548,434,000 as proposed by the Senate.

Amendment No. 58: Provides \$208,946,000 for contract programs of the Federal Highway Administration, instead of \$190,667,000 as proposed by the House and \$248,909,000 as proposed by the Senate.

Recommended funding distribution by program and activity of the administrative expenses and the research and development programs of the Federal Highway Administration is as follows:

| <i>Program/Activity</i> | <i>Conference</i> |
|--|-------------------|
| Administrative expenses | \$254,714,000 |
| Motor carrier safety administrative expenses | 46,000,000 |
| Contract programs: | |
| Research and technology: | |
| Highway R&D | 56,772,000 |
| Intelligent transportation systems | 109,779,000 |
| Technology deployment | 12,622,000 |
| Long term pavement performance | 8,739,000 |
| Local technical assistance | 3,015,000 |
| National Highway Institute | 4,369,000 |
| Disadvantaged business enterprises | 10,000,000 |
| International transportation | 500,000 |
| OJT/supportive services | |
| Technical assistance to Russia | 400,000 |
| Truck dynamic test facility | 750,000 |
| Transportation investment analysis | |
| Cost allocation study | 2,000,000 |
| Total | 509,660,000 |

The highway research and development and intelligent transportation systems programs by activity are as follows:

Highway research and development:

| | |
|---------------------|-------------|
| Safety | \$8,768,000 |
| Pavements | 9,247,000 |
| Structures | 13,211,000 |
| Environment | 5,593,000 |
| Right-of-way | 429,000 |
| Policy | 5,681,000 |
| Planning | 6,069,000 |
| Motor carrier | 7,774,000 |
| Total | 56,772,000 |

Intelligent transportation systems:

| | |
|--|-------------|
| Research and development | 24,479,000 |
| Operational tests | 32,500,000 |
| Commercial vehicle operations | 14,500,000 |
| Automated highway system | 14,000,000 |
| Advanced technology applications | |
| Program and systems support | 11,300,000 |
| Priority corridors | |
| Crash avoidance research | 13,000,000 |
| Total | 109,779,000 |

Office of motor carriers.—The conference agreement provides a specific designation of funds for the Office of motor carriers' administrative expenses within the Federal Highway Administration's limitation on general operating expenses. The House had included funding for the Office of motor carrier's administrative expenses within the limitation on general operating expenses.

Fatigue-related issues.—The conferees direct the Federal Highway Administration to issue an advanced notice of proposed rulemaking [ANPRM] dealing with a variety of fatigue-related issues no later than March 1, 1996. This ANPRM is to be followed by a notice of proposed rulemaking within one year, and a final rule or decision thereafter.

Highway safety research.—Congress has long been active in the advancement of highway safety and has recognized the invaluable contributions which short-term, applied research can make to improve safety. Given its concern for safety, the Congress has, since the early 1990s, vigorously supported this research by encouraging the Federal Highway Administration to work closely with the Trucking Research Institute [TRI] in the study of such issues as fatigue, sleep disorders, brake maintenance, and rest stop access—all investigations which may directly affect safety.

In fiscal year 1994, the Congress continued its participation in the development of an aggressive research agenda by directing the FHWA to undertake three projects totaling \$1,750,000: truck loading and unloading as a possible contributor to driver fatigue; technology to automate commercial vehicle roadside inspections; and guidelines for the inspection and maintenance of wheels and bearings. In fiscal year 1995, the Congress identified three additional studies, totaling \$2,500,000, for the implementation in the same fashion with TRI: the use of "smart cards" to facilitate compliance with motor carrier safety rules; medical requirements associated with commercial vehicle operation; and electronic truck and intermodal information systems.

Highway safety research and related activities continue to be a priority of the Congress and the conferees. In fact, a recent National Transportation Safety Board study on driver fatigue and fatal truck accidents further highlights their importance and currency. However, despite directions to the contrary, the FHWA has been negligent in its efforts to undertake any of the aforementioned research projects designated by the Congress in either fiscal years 1994 or 1995.

The conferees therefore reiterate the direction to FHWA to use unobligated balances to make grants to, enter into cooperative agreements or contracts with, or use any existing technical support services agreements with TRI, in amounts totaling not less than \$4,000,000 to conduct the six studies referenced above. The conferees further direct FHWA to complete this process within 90 days from the date of enactment of this Act and to advise the House and Senate Committees on Appropriations when such actions have been completed.

Highway research and development.—The conference agreement provides \$8,768,000 for safety-related research and development. The conferees direct that safety be funded at a level of at least \$12,768,000, including both ISTEA and appropriations authority.

Pavement research and development.—The conference agreement provides \$9,247,000 for pavement research and development but does not include \$1,000,000 as proposed by the Senate for a joint university/industry grant.

The conferees agree that expanded cost-effective use of benign waste materials in infrastructure construction, based on appropriate tests and standards to ensure long-term environmental and physical performance, represents a priority technology that is intended to be funded within the funds available for Section 6005.

National Center for Physical Acoustics.—The conferees urge the Federal Highway Administration to work with the National Center for Physical Acoustics in its effort to apply acoustics to monitor traffic and/or pipeline maintenance.

Motor carrier research.—The conference agreement provides \$7,774,000 for motor carrier research and includes funds for two studies to (1) identify and test technological interventions to offset driver fatigue and (2) determine the extent of scheduling practices and their influences on truck driver fatigue. No funds are provided for outreach and technical assistance to regulated entities, to help complete program uniformity activities, or to eliminate barriers to effective intermodal freight transportation.

Intelligent transportation systems.—The conference agreement provides a total of \$109,779,000 for intelligent transportation systems [ITS]. Within the funds provided for operational tests, \$10,000,000 shall be allocated to initiate at least two different operational tests that evaluate various elements of the systems architecture and integrate the core infrastructure features, including advance traffic management systems.

ITS/commercial vehicle operations.—The conference agreement provides \$14,500,000 for commercial vehicle operations [CVO]. Within these funds, the conferees have included \$6,000,000 for de-

velopment and initial pilot testing of the CVO communications architecture and the purchase of transponders.

ITS program and systems support.—The conferees direct that no more than \$2,500,000 of the \$11,300,000 provided for program and systems support shall be spent on institutional studies.

The conferees are concerned that the joint program office and the FHWA administrator have failed to submit several reports pertaining to the national ITS program. These reports include: the annual report on the ITS program (due in December 1994); a report on the future of the CVO component of the ITS program (due in May 1995); and the interim report on the automated highway system program (due in April 1995). These reports were intended to provide essential information useful in evaluating the department's activities and plans. The conferees direct the Secretary to ensure more timely delivery of all reports relevant to the ITS program, as well as other reports on departmental programs and activities.

HIGHWAY-RELATED SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Amendment No. 59: Appropriates \$11,000,000 to liquidate contract authority obligations for highway-related safety grants instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate.

Amendment No. 60: Limits obligations to \$11,000,000 for highway-related safety grants instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate.

The conferees agree that not less than \$1,000,000 shall be allocated to the Office of Highway Safety to support the red light running campaign and to increase compliance with yield right-of-way or grade crossing signs.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Amendment No. 61: Limits obligations for the Federal-aid highways program to \$17,550,000,000 instead of \$18,000,000,000 as proposed by the House and \$17,000,000,000 as proposed by the Senate.

The conference agreement deletes the Senate's references of priority designations within the Federal Highway Administration's discretionary grant programs.

The conferees direct that within the total provided for the intelligent transportation systems program, funding shall be available for the following projects in the amounts specified below:

| <i>Project</i> | <i>Amount</i> |
|---|---------------|
| I-10 Mobile, Alabama | \$3,000,000 |
| Hazardous materials fleet management and monitoring system (NIER) | 2,500,000 |
| Green light CVO project, Oregon | 7,000,000 |
| Capital beltway | 4,000,000 |

| <i>Project</i> | <i>Amount</i> |
|---|---------------|
| Houston, Texas | 2,200,000 |
| Syracuse, New York congestion management | 1,500,000 |
| I-95 Corridor | 3,500,000 |
| Johnson City, Tennessee | 1,500,000 |
| Texas Transportation Institute | 600,000 |
| University of North Dakota | 1,000,000 |
| I-675/SR 844/Col. Glenn, Fairborn, Ohio | 1,000,000 |
| Paralympiad | 1,000,000 |
| Santa Teresa border crossing, New Mexico | 900,000 |
| Western Transportation Institute, Montana | 1,000,000 |
| TRANSCOM, New York/New Jersey | 1,500,000 |
| New York State Thruway | 1,500,000 |
| National Transportation Center, Oakdale, New York | 2,000,000 |
| Advanced railroad/highway crossings | 1,250,000 |
| Minnesota GuideStar | 2,000,000 |
| Salt Lake City | 2,000,000 |

In fiscal year 1996, the conference agreement earmarks a total of \$40,950,000 for intelligent transportation systems, a reduction of over \$35,000,000 compared with fiscal year 1995 levels. The conferees will give serious consideration to discontinuing the practice of earmarking the intelligent transportation systems program in fiscal year 1997.

The conferees direct that any funding provided for intelligent transportation systems be used only in support of, or research on, intelligent transportation systems and not for construction of buildings.

Paralympiad.—The conferees direct the Federal Highway Administration to pursue vigorously the deployment and demonstration of an individualized routing system to assist people with disabilities in moving about independently during the Tenth Paralympiad. The conferees expect that the funds provided will be expended and that a system will be delivered and fully implemented in time for the Tenth Paralympiad.

National Transportation Center, Oakdale, New York.—The conference agreement includes \$2,000,000 for the National Transportation Center in Oakdale, New York, of which \$1,000,000 shall be available only for a NAFTA intermodal transportation center.

Minnesota GuideStar.—The State of Minnesota has established a major laboratory for intelligent transportation system activities in the Twin Cities metropolitan area. The GuideStar network emphasizes transit systems in addition to highways and has been recognized by the Federal Highway Administration as a leader in the development and implementation of ITS technologies. The conferees have included \$2,000,000 for this project. Up to 25 percent of this amount may be made available to the University of Minnesota's Center for Transportation Studies to support education, research and training aspects of the project.

World wide web site on the Internet.—The conferees urge the FHWA to establish a world wide web site to permit commuters in major metropolitan areas to retrieve through the Internet video feeds from traffic cameras, average speeds as determined by traffic monitoring systems, and traffic messages that appear on variable message signs employed in the area. To the extent possible, the Department should make the data available in a standard format on a dial-in network server that provides text-only access, and a standard protocol for a touch-tone driven phone system.

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Amendment No. 62: Limits obligations for motor carrier safety grants to \$77,225,000 instead of \$79,150,000 as proposed by the House and \$75,000,000 as proposed by the Senate.

The conferees agree to the following program allocations:

| | |
|---|--------------|
| Basic grants to states | \$58,000,000 |
| Traffic enforcement | 6,900,000 |
| Hazardous materials training | 1,500,000 |
| Research and development | 500,000 |
| Public education | 850,000 |
| CDL enforcement | 1,000,000 |
| Truck and bus accidents | 1,750,000 |
| Uniformity grants | 3,450,000 |
| Uniformity working groups | 450,000 |
| Commercial vehicle information system | 1,500,000 |
| Drug interdiction assistance program | 500,000 |
| Administrative expenses | 825,000 |

Covert verification activities.—The conferees agree that, within the basic grant program, \$1,500,000 shall be used to conduct covert operations in addition to those funds originally intended under each state's enforcement plan. Of the \$1,500,000, \$400,000 shall be allocated to develop a model out-of-service prototype system that states can use to assure that commercial vehicle drivers comply with those orders.

In addition to covert operations, the conferees believe that the office of motor carriers should develop cost effective rules to improve safety, educate motor carriers so that they know how to comply with these rules, and promote voluntary compliance.

Assistance to border states.—The conferees agree that, within the basic grant program, \$750,000 shall be provided to states along the Mexican border to ensure the safety of increased traffic. These states face special problems associated with a projected concentration of trade-related commercial vehicle traffic once restrictions along the U.S.-Mexican border are significantly reduced on December 17, 1995.

Truck and bus accidents.—The conferees have provided \$200,000 to conduct a model accident investigation and reconstruction program. These funds shall be available to train motor carrier safety officers on investigative techniques at accident sites.

SURFACE TRANSPORTATION PROJECTS

Amendment No. 63: Deletes appropriation of \$39,500,000 for surface transportation projects proposed by the Senate. The House provided no similar appropriation.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH

Amendment No. 64: Appropriates \$73,316,570 for the general fund portion of the operations and research activities of the National Highway Traffic Safety Administration as proposed by the House instead of \$71,261,000 as proposed by the Senate.

Amendment No. 65: Provides that of the general funds made available for operations and research, \$37,825,850 shall remain available until September 30, 1998 as proposed by the House instead of \$36,770,676 as proposed by the Senate.

Amendment No. 66: Includes language proposed by the House which prohibits the National Highway Traffic Safety Administration from obligating or expending funds to plan, finalize, or implement any rulemaking that would alter the tire grading standards currently in effect. The Senate bill contained no similar provision.

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

Amendment No. 67: Appropriates \$51,884,430 from the highway trust fund for operations and research activities of the National Highway Traffic Safety Administration instead of \$52,011,930 as proposed by the House and \$50,344,000 as proposed by the Senate.

Amendment No. 68: Provides that of the funds made available for operations and research, \$32,247,000 shall remain available until September 30, 1998, instead of \$32,770,670 as proposed by the House and \$31,716,720 as proposed by the Senate.

The conference agreement for operations and research (general fund and highway trust fund combined) includes the following adjustments to the budget request:

| | |
|---|-------------|
| Rulemaking: | |
| Vehicle safety standards | -\$200,000 |
| New car assessment program | -1,057,000 |
| Fuel economy program | -2,165,000 |
| Theft program pilot project | +890,000 |
| Enforcement: | |
| Vehicle safety compliance | -500,000 |
| Auto safety hotline | -1,000,000 |
| Odometer fraud | -40,000 |
| Highway safety program: | |
| Safe communities injury control | -5,225,000 |
| Alcohol program | -548,000 |
| Pedestrian and bicycle | -224,000 |
| National occupant protection | -392,000 |
| Child safety seat program | -600,000 |
| Police traffic system | -300,000 |
| Driver education | -75,000 |
| Older driver research | +100,000 |
| Driver fatigue | +1,000,000 |
| Research and analysis: | |
| Biomechanics | -1,500,000 |
| Fatal accident reporting system | -300,000 |
| National accident sampling system | -300,000 |
| Data analysis program | -500,000 |
| State data programs | -400,000 |
| Partnership for new generation vehicles | -5,000,000 |
| General administration: | |
| Strategic planning | -200,000 |
| Accountwide adjustments: | |
| Computer support | -245,000 |
| Administrative | -250,000 |
| Travel | -50,000 |
| Overtime | -60,000 |
| Net reduction | -19,141,000 |

Theft program.—The conference agreement provides \$890,000 to establish pilot National Motor Vehicle Title Information System programs. The conferees note that the Anti-Car Theft Act of 1992 directed the Department of Transportation to establish an information system for instant and reliable access to titling information. The American Association of Motor Vehicle Administrators, the Customs Service, and others have stated that such a system is essential to prevent thieves from obtaining legal ownership of stolen vehicles.

Older drivers.—The conferees have provided \$100,000 for older driver research to improve and test referral systems and develop performance assessment techniques. These additional funds will advance NHTSA's goal of improving driving performance and licensing of older drivers.

Driver fatigue.—The conference agreement includes \$1,000,000 to analyze the role of driver fatigue, sleep disorders, and inattention in highway crashes and shall be available to develop and test public education strategies and countermeasures that make drivers aware of the dangers of driving while fatigued.

Section 403 programs.—The purpose of the section 403 programs is to research and test new highway safety ideas that may be successfully implemented throughout the United States. In recent years, some of these programs have received "seed money" far longer than expected. The conferees agree with the Senate direction that requires NHTSA to prepare a report highlighting how much money section 403 programs have received, what future financial support is expected for these programs, and when such support can be terminated. The conferees urge NHTSA to complete this report as soon as possible and provide it to the House and Senate Committees on appropriations by May 1, 1996.

National advanced driving simulator.—The conferees have provided \$2,000,000 for the national advanced driving simulator. The conferees direct the Department of Transportation to allocate the costs of the simulator among the participating modal administrations, including the Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, and the Intelligent Transportation Systems joint program office, as part of the Department's 1997 budget request. Also, the conferees urge the department to discuss additional cost sharing commitments with the Departments of Defense and Health and Human Services.

OPERATIONS AND RESEARCH

(RESCISSIONS)

Amendment No. 69: Deletes rescissions of \$4,547,185 in unobligated balances previously made available for the national advanced driving simulator as proposed by the Senate.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 70: Appropriates \$155,100,000 to liquidate contract authority obligations for highway traffic safety grants as

proposed by the Senate instead of \$153,400,000 as proposed by the House.

Amendment No. 71: Limits obligations for highway traffic safety grants to \$155,100,000 as proposed by the Senate instead of \$153,400,000 as proposed by the House.

Amendment No. 72: Provides \$127,700,000 for state and community highway safety grants instead of \$126,000,000 as proposed by the House and \$128,000,000 as proposed by the Senate. Of the total, the conferees agree that \$4,700,000 shall be available to local communities to implement safe communities initiatives and \$9,200,000 for youth traffic safety programs.

Amendment No. 73: Provides \$2,400,000 for the National Driver Register as proposed by the House instead of \$2,100,000 as proposed by the Senate.

Amendment No. 74: Provides that funding for the National Driver Register shall be subject to authorization as proposed by the Senate instead of subject to passage by the House of a bill authorizing appropriations and for only the amounts provided therein as proposed by the House.

Amendment No. 75: Includes language proposed by the House which prohibits any funding for highway traffic safety grants to be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for state, local, or private buildings or structures. Deletes language proposed by the House which prohibits funds to be used to purchase automobiles or motorcycles for state, local, or private usage. The Senate bill contained no similar provisions.

Amendment No. 76: Provides \$5,211,000 for the administration of state and community highway safety grants as proposed by the Senate instead of \$5,153,000 as proposed by the House. The conferees agree that \$300,000 of the administrative takedown shall be expended to evaluate the costs and benefits of the section 403 safe communities injury control initiative. The evaluation shall be provided to the House and Senate Committees on Appropriations by March 1, 1997.

Amendment No. 77: Requires up to \$500,000 shall be used for technical assistance to states as proposed by the Senate instead of allowing flexibility to use up to that amount, as proposed by the House.

Amendment No. 78: Provides \$890,000 for administrative expenses under the National Driver Register program as proposed by the House instead of \$777,000 as proposed by the Senate.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Amendment No. 79: Appropriates \$14,018,000 for the Office of the Administrator as proposed by the Senate instead of \$14,000,000 as proposed by the House. The conference agreement includes the following reductions to the budget request:

| | |
|--|-------------|
| Technical assistance program | -\$130,000 |
| Operation respond | - 10,000 |
| Nonpay inflation | - 500,000 |
| Other services | - 91,000 |
| Offset for high unobligated balances | - 2,621,000 |

The conference agreement allows the Office of the Administrator to spend down its prior years' unobligated balance.

RAILROAD SAFETY

Amendment No. 80: Appropriates \$49,919,000 for railroad safety instead of \$49,940,660 as proposed by the House and \$49,105,000 as proposed by the Senate. The conference agreement includes the following reductions to the budget request:

| | |
|--|------------|
| Other services | -\$105,000 |
| New partnership program | - 400,000 |
| Nonpay inflation | - 230,000 |
| Salaries and expenses | - 200,000 |
| Inspector trainee program | - 50,000 |
| Automated track inspection program | - 100,000 |
| Permanent change of station moves | - 100,000 |

Federal Railroad Administration offices.—The conferees generally agree that the Federal Railroad Administration should limit its railroad safety offices to two per state, but recognize that large states with significant rail activities may require an exception. The Federal Railroad Administration shall submit to the House and Senate Committees on Appropriations prior to October 1, 1996, a written justification for any state(s) where it may be necessary to provide more than two offices due to volume of rail activity and/or geographic coverage.

New computers for railroad safety inspectors.—The conferees have provided \$800,000 to procure laptop computers for railroad inspectors in one region, anticipating that productivity enhancements and reduced program costs will occur as inspectors compile their work from remote locations. The conferees direct the Federal Railroad Administration (FRA) to prepare a study detailing the cost savings resulting from the investment in laptop computers for railroad safety inspectors. The study shall be completed prior to FRA requesting further funding to procure additional laptop computers for its railroad safety inspectors in other regions.

Accident reporting.—The conferees direct the Federal Railroad Administration to complete necessary changes to its accident report by June 1, 1996.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 81: Appropriates \$24,550,000 for railroad research and development instead of \$21,000,000 as proposed by the House and \$25,775,000 as proposed by the Senate. The conference agreement includes the following adjustments to the budget request:

| | |
|---|--------------|
| Increase Operation Lifesaver | +\$150,000 |
| Increase human factors work | +400,000 |
| Reduce track, structures, and train control | - 1,000,000 |
| Reduce growth in high speed activities | - 27,922,000 |
| Delete maglev initiative | - 825,000 |
| Reduce grade crossing notification system | - 100,000 |
| Positive train separation | +5,000,000 |
| Reduce administration | - 100,000 |

Operation Lifesaver.—The conference agreement provides a total of \$300,000 for Operation Lifesaver, \$150,000 more than the budget request. The conferees agree that the increase shall be expended to address grade crossing safety.

Human factors.—The conferees have provided \$400,000 for human factors research to implement FRA's five-year human factors strategic research plan as rapidly as possible and to address fundamental problems that cause railroad accidents, such as fatigue and stress.

Positive train separation.—The conferees have provided \$5,000,000 for the state of Oregon for positive train separation (PTS) activities. As part of this work, funding can be used for an extension into Union Station and for additional track and signal work. In addition, the Federal Railroad Administration [FRA] shall research and develop PTS, implement a high speed rail mitigation path, evaluate the compatibility of PTS and corridor passenger service on the Portland, Oregon to Seattle, Washington corridor, and purchase necessary wayside sensors and radios so that the PTS system can verify train locations and switch positions. This will allow PTS equipped trains to operate on either track in either direction at full track speed. Finally, FRA shall assess the communications reliability of this system in a dense urban area, such as Portland, Oregon. FRA believes that the Pacific Northwest Corridor is the ideal testbed for such a system. No matching funds are required for this project.

In connection with this project, the conferees strongly encourage the Federal Railroad Administration, the U.S. Coast Guard, and the U.S. Army Corps of Engineers to work together to establish differential global positioning system coverage for the territory between Portland and Hinkle, Oregon. Such coverage is vital to test and validate the PTS automatic location capability in an area where radio propagation may be limited by the rugged terrain.

National Academy of Sciences study of high speed rail.—The conferees direct the FRA to contract with the National Academy of Sciences to assemble a panel of experts to issue periodic reports on FRA's high speed rail research and development and next generation high speed rail activities. The first of these reports should assess the content, inter-relationship of individual projects, management structure, and direction of FRA's activities. The intent of this assessment is to determine whether these activities make up a coherent, well-managed whole, and whether the proposed fiscal year 1997 projects are logical extensions of these efforts. This first assessment should be completed by April 1, 1996, to meet the deadline established in the House report. The second report should assess whether specific projects in FRA's program are likely to yield useful research results, and the prospect of state and/or private deployment. Thereafter, the panel should consider and report on, in sequence, the other elements as stated in the Senate report.

Advanced train control study.—The conferees agree not to require FRA to submit an advanced train control plan for evaluation prior to further corridor development work occurring outside of the Northeast Corridor as proposed by the House.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 82: Appropriates \$115,000,000 for the northeast corridor improvement program instead of \$100,000,000 as proposed by the House and \$130,000,000 as proposed by the Senate. Of this amount, the conferees agree to distribute \$65,000,000 to the

southern portion of the corridor for repair and \$50,000,000 to the northern portion of the corridor for track work, maintenance facilities, and electrification. The conferees have not provided any additional funding for high-speed transects because prior year appropriations remain available for this procurement. This should be interpreted as a deferral of additional funding and not Congressional desire to terminate the project. The conferees direct Amtrak to notify the House and Senate Committees on Appropriations of its final detailed allocation of these funds.

Cash flow analysis.—The conferees agree that Amtrak is to provide a detailed cash flow analysis, which identifies the funding required to complete the high-speed rail trainset procurement and options for public and private financing of the procurement. This cash flow analysis should include information from Amtrak's ongoing market and ridership survey that validates the estimates being made for the electrified New Haven to Boston service. A preliminary report shall be provided to the House and Senate Committees by December 1, 1995 and a final report shall be issued no later than March 1, 1996.

Joint transportation plan.—The conferees direct the Federal Railroad Administration and Amtrak to provide by March 1, 1996 to the House and Senate Committees on Appropriations a joint and comprehensive transportation plan for the Washington, DC to New York, N.Y. segment of the corridor that details (1) the state of the rail line, (2) all required capital improvements, (3) necessary investments for recapitalization, and (4) a projected timeline for these expenditures over the next two decades. This plan should include information on how the costs for upgrading and maintaining the railroad will be shared by all users of the rail line.

NEXT GENERATION HIGH SPEED RAIL

Amendment No. 83: Appropriates \$19,205,000 for next generation high speed rail studies, corridor planning, development, demonstration, and implementation instead of \$10,000,000 as proposed by the House and \$20,000,000 as proposed by the Senate. The House bill provided funding only for high speed rail technology development and demonstrations.

The conference agreement provides total funding (appropriation plus limitation on obligations) of \$24,205,000 for the next generation high speed rail program to be allocated as follows:

| | |
|--|------------|
| Advanced train control: | |
| Detroit to Chicago corridor | \$3,00,000 |
| Chicago to St. Louis corridor | 6,000,000 |
| Nonelectric locomotives: | |
| New York nonelectric locomotives demonstration | 6,000,000 |
| Transportation technology center | 3,000,000 |
| Grade crossing hazards: | |
| Complete state grade crossing work | 1,000,000 |
| Innovative techniques | 3,500,000 |
| Corridor planning technology | 1,250,000 |
| Administrative costs | 455,000 |

Nonelectric locomotives.—The conferees have provided \$6,000,000 to continue the development, testing, and demonstration of turbine powered nonelectric locomotives in the state of New York as proposed by the Senate. This funding shall be matched on a dollar-for-dollar basis. The House did not provide funding for this

project. Since then, the House has received significant information on the project and now believes that a more comprehensive demonstration of this technology is necessary. Therefore, the conferees have agreed to fund the retrofit of a second nonelectric trainset so that additional data can be gathered on the capacity, reliability, maintainability, and fuel consumption of a turbine powered nonelectric fleet. Also, this funding should be used to further develop ways to improve the acceleration capabilities of nonelectric locomotives so that their performance is more comparable to that of electric locomotives. FRA, in conjunction with Amtrak and the State of New York, should submit information on the retrofitted locomotives as compared to the Genesis P-40 and other high speed locomotives, to the House and Senate Committees on Appropriations no later than August 15, 1996 so that the results can be evaluated prior to finalization of the fiscal year 1997 Department of Transportation appropriations bill. While this is ongoing, FRA, Amtrak, and the State of New York should work to resolve the liability concerns along the Empire Corridor and close highway-rail grade crossings so that these trains can operate at 125 miles per hour.

In addition, the conference agreement raises the liquidating cash appropriation from the highway trust fund to \$7,118,000, based on updated estimates from FRA. The House and Senate bills included \$5,000,000 for this purpose.

Amendment No. 84: Provides that next generation high speed rail funds may be made available for grants to states for high speed rail corridor design, feasibility studies, environmental analyses, and track and signal improvements as proposed by the Senate. The House bill included no similar provision.

ALASKA RAILROAD REHABILITATION

Amendment No. 85: Appropriates \$10,000,000 for Alaska Railroad rehabilitation as proposed by the Senate. The House contained no similar appropriation.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Amendment No. 86: Deletes \$25,000,000 for the Pennsylvania Station Redevelopment project proposed by the Senate. The House bill contained no similar appropriation. The conferees have provided funding for related activities under the National Railroad Passenger Corporation's capital grants program, rather than new development of the James A. Farley post office building.

RHODE ISLAND RAIL DEVELOPMENT

Amendment No. 87: Appropriates \$1,000,000 for Rhode Island rail development instead of \$2,000,000 as proposed by the Senate. The House bill contained no similar appropriation. As proposed by the Senate, the conference agreement specifies that the federal contribution shall be matched on a dollar-for-dollar basis. Further, the Providence and Worcester Railroad shall reimburse Amtrak and/or the Federal Railroad Administration up to the first \$6,000,000 in legal damages if damages occur resulting from provision of vertical clearances in excess of those required for present freight operations.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 88: Provides \$635,000,000 for the National Railroad Passenger Corporation [Amtrak] instead of \$628,000,000 as proposed by the House and \$605,000,000 as proposed by the Senate. Over the past year, Amtrak has undergone significant changes to improve its service quality and productivity and to eliminate its dependence on federal operating assistance by the year 2001. Amtrak has made strides in reaching these goals; however, legislative reforms, including labor reforms, must be enacted if Amtrak is to reach its operating cost goals. Current authorization bills contain a number of these legislative reforms. As such, the significant level of funding provided is predicated on the belief that vital legislative reforms will occur in the near term, which will reduce Amtrak's costs.

Amendment No. 89: Provides \$305,000,000 for operating losses and mandatory passenger rail service payments as proposed by the Senate instead of \$336,000,000 as proposed by the House.

Amendment No. 90: Provides \$100,000,000 for Amtrak's transition costs as proposed by the Senate instead of \$62,000,000 as proposed by the House.

Amendment No. 91: Provides \$230,000,000 for capital improvements to Amtrak as proposed by the House instead of \$200,000,000 as proposed by the Senate. The conference agreement provides up to \$20,000,000 for emergency life safety repairs to be completed at the existing Pennsylvania Station, as allowed during fiscal year 1995, as well as for the reconstruction of the station's service building to provide the support services necessary for the safe operation of the station.

Amendment No. 92: Deletes language proposed by the House which would have made the availability of funds contingent upon enactment of significant reforms in authorizing legislation to restructure the National Railroad Passenger Corporation. The Senate bill contained no similar provision. In lieu of this language, the conference agreement provides Amtrak with the ability to transfer not more than \$15,000,000 from the capital improvements account to the Northeast Corridor Improvement Program.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

Amendment No. 93: Appropriates \$42,000,000 for administrative expenses of the Federal Transit Administration [FTA] as proposed by the Senate instead of \$39,260,000 as proposed by the House. The conference agreement provides two full-time equivalent staff year positions in the FTA's Washington, DC offices to conduct management and oversight of the Washington Metropolitan Area Transit Authority [WMATA]. The conference agreement also includes a provision under amendment numbered 165 that requires the FTA to conduct its oversight of WMATA from FTA's Washington metropolitan area offices.

FORMULA GRANTS

Amendment No. 94: Appropriates \$942,925,000 from the general fund for formula grants of the Federal Transit Administration instead of \$890,000,000 as proposed by the House and \$985,000,000 as proposed by the Senate.

Amendment No. 95: Provides for a total program level of \$2,052,925,000, including appropriations and limitations on obligations, for transit formula grants, instead of \$2,000,000,000 as proposed by the House and \$2,105,850,000 as proposed by the Senate.

Amendment No. 96: Limits reductions in transit operating assistance to urbanized areas of less than 200,000 in population to no less than seventy-five percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331, instead of eighty percent as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 97: Deletes language proposed by the Senate that would apportion \$29,325,031 to areas of 200,000 or greater in population before apportionment of transit formula funds. The conference agreement includes language that, in the distribution of the limitation on transit operating assistance to urbanized areas that had a population under the 1990 decennial census of 1,000,000 or more, the Secretary shall direct each area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area, and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area.

TRANSIT PLANNING AND RESEARCH

Amendment No. 98: Appropriates \$85,500,000 for transit planning and research instead of \$82,250,000 as proposed by the House and \$90,000,000 as proposed by the Senate. The conferees agree to specify in the bill that \$39,500,000 shall be provided for the metropolitan planning program (49 U.S.C. 5303); \$4,500,000 for the rural transit assistance program (49 U.S.C. 5311(b)(2)); \$8,250,000 for the transit cooperative research program (49 U.S.C. 5313(b)); \$22,000,000 for the national program (49 U.S.C. 5314); \$8,250,000 for the state program (49 U.S.C. 5313(a)); and \$3,000,000 for the National transit institute (49 U.S.C. 5315). The House bill contained similar funding allocations, but at different levels than in the conference agreement. The Senate bill contained no allocations by program in the bill.

The conferees direct that within the total funding level provided for transit planning and research, the Federal Transit Administration shall make available the following amounts for the programs and activities listed below:

| | |
|--|-----------|
| Team transit program of the Minnesota Metropolitan Commission | \$500,000 |
| Project ACTION (Accessible Community Transportation in our Nation) | 2,000,000 |
| Advanced technology transit bus | 5,000,000 |
| Fuel cell bus technology | 5,000,000 |
| Research on large circuit breakers and switch gears | 2,500,000 |
| Dulles corridor studies | 500,000 |
| Hennepin County, Minnesota, public works program | 500,000 |
| Intermodal positioning system (inertial navigational technology) | 500,000 |

| | |
|---|---------|
| Advanced lead acid battery consortium | 500,000 |
| Ridership enhancement strategies | 500,000 |

The conferees agree that federal transit assistance should contribute to the improvement of the entire community which transit systems serve, rather than support just the transit service itself. This is the goal of the livable communities initiative. By assisting a broad range of activities, communities may be improved; and by better linking the communities to the transit system, transit service may be made more effective. The conferees, therefore, urge the Department of Transportation to endeavor in these types of community initiatives.

Advanced transportation systems program.—Section 6071 of title V of the Intermodal Surface Transportation Efficiency Act established the advanced transportation systems and electric vehicle technology program. The conferees are aware of the significant contributions that participating consortia have made to this program and direct the FTA to continue its support within available funds of further development and production of heavy duty transit buses, the development of energy storage technologies, flywheel and hybrid vehicle development and demonstration, and the continued charging infrastructure programs.

Within available funds, the department is urged to consider support of monobeam transit system development.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 99: Provides \$1,120,850,000 in liquidating cash for the trust fund share of expenses of the formula grants program as proposed by the Senate instead of \$1,110,000,000 as proposed by the House.

DISCRETIONARY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Bus and bus-related facilities.—The conference agreement provides \$333,000,000 for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities. The conferees agree that the recommended funding should be distributed as follows:

| Project location and purpose | House | Senate | Conference |
|---|------------|-------------|------------|
| Arkansas: | | | |
| Little Rock, central Arkansas transit transfer facility | \$0 | \$1,000,000 | \$0 |
| Fayetteville, intermodal transfer facility | 0 | 5,400,000 | 0 |
| State of Arkansas; buses | 6,000,000 | 0 | 6,200,000 |
| California: | | | |
| Coachella Valley; SunLine bus facility | 1,000,000 | 0 | 500,000 |
| Long Beach, bus replacement and parts | 0 | 3,000,000 | 1,500,000 |
| Los Angeles; Gateway intermodal center | 8,000,000 | 15,000,000 | 8,000,000 |
| San Diego, San Ysidro intermodal center | 0 | 10,000,000 | 5,000,000 |
| San Francisco; buses | 13,480,000 | 0 | 6,740,000 |
| San Francisco, BART ADA compliance/paratransit | 0 | 4,460,000 | 2,230,000 |
| San Gabriel Valley; Foothill bus facilities | 12,500,000 | 0 | 9,750,000 |

| Project location and purpose | House | Senate | Conference |
|--|------------|------------|------------|
| San Joaquin, RTD bus replacement | 0 | 10,560,000 | 5,280,000 |
| Santa Cruz; bus facility | 3,000,000 | 0 | 1,500,000 |
| Sonoma County; park and ride facilities | 2,500,000 | 0 | 1,250,000 |
| Ventura County; bus facility | 1,200,000 | 0 | 600,000 |
| Yolo County; buses | 3,000,000 | 0 | 1,500,000 |
| Colorado: Fort Collins and Greeley; buses | 2,500,000 | 0 | 1,250,000 |
| Connecticut: Norwich; intermodal center | 3,000,000 | 0 | 1,500,000 |
| Delaware: State of Delaware; buses | 2,700,000 | 0 | 1,350,000 |
| Florida: | | | |
| Metropolitan Dade County; buses | 4,000,000 | 16,000,000 | 10,000,000 |
| Orlando; Lynx buses and bus operating facility | 8,500,000 | 0 | 4,250,000 |
| Palm Beach County; bus facilities | 4,000,000 | 0 | 2,000,000 |
| Volusia County; buses and park and ride facility | 2,500,000 | 0 | 1,250,000 |
| Georgia: Atlanta; buses | 7,500,000 | 0 | 3,750,000 |
| Hawaii: Honolulu, Oahu; Kuakini medical center parking facility | 0 | 8,000,000 | 4,000,000 |
| Iowa: | | | |
| Ames, Marshalltown, Ottumwa, Regions 6, 14, 15, 16; buses and bus facilities | 4,000,000 | 0 | 2,350,000 |
| Cedar Rapids; hybrid electric bus consortium | 0 | 2,960,000 | 1,200,000 |
| Ottumwa; global positioning equipment | 0 | 700,000 | 0 |
| Waterloo; intermodal bus facility | 0 | 1,340,000 | 670,000 |
| State of Iowa; buses, equipment, and facilities | 0 | 8,000,000 | 4,280,000 |
| Illinois: | | | |
| Chicago replacement buses/communications system | 0 | 13,700,000 | 0 |
| State of Illinois; buses | 20,000,000 | 0 | 16,850,000 |
| Indiana: | | | |
| Gary and Hammond; buses | 520,000 | 0 | 260,000 |
| South Bend; intermodal facility | 5,000,000 | 0 | 2,500,000 |
| State of Indiana; buses and bus facilities | 13,000,000 | 0 | 6,500,000 |
| Kentucky: Lexington; buses | 2,000,000 | 0 | 1,000,000 |
| Louisiana: | | | |
| New Orleans; bus facility | 6,000,000 | 0 | 3,000,000 |
| New Orleans; buses | 12,000,000 | 0 | 6,000,000 |
| Saint Bernard Parish; intermodal facility | 3,000,000 | 0 | 1,500,000 |
| Massachusetts: Worcester; intermodal center | 4,000,000 | 0 | 2,000,000 |
| Maryland: Maryland Transit Authority, Maryland; buses | 10,000,000 | 16,000,000 | 13,000,000 |
| Michigan: | | | |
| Lansing intermodal transportation center | 0 | 4,180,000 | 2,090,000 |
| State of Michigan; ISTEA set-aside requirement | 10,000,000 | 10,000,000 | 10,000,000 |
| Minnesota: Metropolitan Council, Minnesota; articulated buses | 15,000,000 | 0 | 7,500,000 |
| Missouri: | | | |
| Kansas City; Union Station intermodal | 0 | 13,000,000 | 6,500,000 |
| St. Louis; Metrolink bus purchase | 0 | 10,000,000 | 3,500,000 |
| State of Missouri; buses and bus facilities | 0 | 11,000,000 | 7,000,000 |
| North Carolina: State of North Carolina; buses and bus facilities | 10,000,000 | 0 | 5,000,000 |
| New Jersey: | | | |
| Garden State Parkway; park-n-ride at interchange 165 | 0 | 2,300,000 | 1,150,000 |
| Hamilton Township; intermodal facility/bus maintenance | 0 | 25,000,000 | 12,500,000 |
| Nevada: Clark County, Nevada; buses and bus facility | 14,000,000 | 20,000,000 | 17,000,000 |
| New York: | | | |
| Albany; buses | 0 | 10,000,000 | 5,000,000 |
| Buffalo; Crossroads intermodal station | 1,000,000 | 0 | 500,000 |
| Long Island; buses | 0 | 3,000,000 | 1,500,000 |
| New Rochelle; intermodal facility | 1,500,000 | 0 | 750,000 |
| New York City; natural gas buses/fueling station | 0 | 10,000,000 | 5,000,000 |
| Rensselaer; intermodal station | 7,500,000 | 7,500,000 | 7,500,000 |
| Rochester-Genesee; buses | 0 | 1,400,000 | 700,000 |
| Syracuse; buses | 2,000,000 | 0 | 1,000,000 |
| Syracuse; intermodal station | 2,000,000 | 0 | 1,000,000 |
| Utica; buses | 0 | 6,000,000 | 3,000,000 |
| Westchester; bus facility | 4,500,000 | 0 | 2,250,000 |
| Ohio: | | | |
| Cleveland; Triskett bus facility | 2,500,000 | 0 | 1,250,000 |

| Project location and purpose | House | Senate | Conference |
|---|-------------|-------------|-------------|
| Columbus; buses | 0 | 10,000,000 | 0 |
| State of Ohio; buses and bus facilities | 20,000,000 | 0 | 15,000,000 |
| Oregon: | | | |
| Wilsonville; transit vehicles | 0 | 500,000 | 250,000 |
| Eugene lane transit district; radio system | 0 | 1,300,000 | 650,000 |
| Pennsylvania: | | | |
| Allegheny County; busway system | 8,000,000 | 10,000,000 | 9,000,000 |
| Altoona; ISTEA set-aside requirement | 2,000,000 | 0 | 1,000,000 |
| Beaver County; bus facility | 1,600,000 | 3,300,000 | 2,450,000 |
| Erie; intermodal complex | 0 | 8,000,000 | 4,000,000 |
| North Philadelphia; intermodal center | 6,000,000 | 0 | 3,000,000 |
| Philadelphia; buses | 3,000,000 | 0 | 1,500,000 |
| Philadelphia; Chestnut Street/alternative fueled vehicles | 0 | 2,000,000 | 1,000,000 |
| Philadelphia; lift-equipped buses | 15,000,000 | 0 | 7,500,000 |
| Tennessee; Nashville, Tennessee; electric buses | 600,000 | 0 | 300,000 |
| Texas: | | | |
| Corpus Christi; buses, dispatching system, and facilities | 0 | 1,600,000 | 2,450,000 |
| Corpus Christi; bus facilities | 2,500,000 | 0 | 0 |
| El Paso; buses, equipment and facilities | 6,000,000 | 0 | 5,200,000 |
| El Paso; bus equipment | 2,900,000 | 0 | 0 |
| El Paso; satellite transit terminal | 1,500,000 | 0 | 0 |
| Robstown/Corpus Christi bus shelters/curb cuts/transit center | 0 | 800,000 | 0 |
| Utah: Utah Transit Authority, Utah; buses | 3,500,000 | 0 | 1,750,000 |
| Virginia: Richmond; downtown intermodal station | 0 | 10,000,000 | 5,000,000 |
| Vermont: | | | |
| State of Vermont; buses and bus facilities | 0 | 6,000,000 | 3,000,000 |
| Marble Valley; bus upgrades | 0 | 2,000,000 | 1,000,000 |
| Washington: | | | |
| Everett; intermodal center | 0 | 7,000,000 | 3,500,000 |
| Pierce County; Tacoma Dome station | 3,000,000 | 5,000,000 | 5,000,000 |
| Seattle; Metro/King County multimodal | 0 | 4,000,000 | 2,000,000 |
| Seattle/King County; Seattle metro bus purchase | 2,500,000 | 10,000,000 | 6,250,000 |
| Wenatchee; Chelan-Douglas multimodal | 0 | 2,000,000 | 0 |
| Wisconsin: State of Wisconsin; buses | 20,000,000 | 0 | 10,000,000 |
| Total | 333,000,000 | 333,000,000 | 333,000,000 |

Within available balances, the conferees direct the Federal Transit Administration to support the following applications: the Santa Barbara Metropolitan Transit District for state-of-the-art, electric battery-powered buses for initial use at the 1996 Summer Olympic Games; Taos, New Mexico and Kansas City, Kansas for buses and bus-related purchases; and the Pennsylvania consolidated bus purchase.

State of Arkansas.—The conference agreement includes \$6,200,000 for buses and intermodal and bus-related facilities to be made available to the Arkansas Highway and Transportation Department to be distributed as follows: \$200,000 for Pine Bluff Transit; \$3,200,000 for the University of Arkansas; \$400,000 for Hot Springs Transit; \$300,000 for South Central Arkansas; \$800,000 for Central Arkansas Transit; and \$800,000 for Southeast Arkansas Transit. The remaining balances may be retained by the Arkansas Highway and Transportation Department for other state bus and bus-related projects.

Ames, Marshalltown, Ottumwa, Regions 6, 14, 15 and 16, Iowa; bus and bus facilities.—The conference agreement includes \$2,350,000 for buses and bus facilities for Ames, Marshalltown, Ottumwa, and Regions 6, 14, 15 and 16, Iowa to be distributed as follows: \$1,069,000 for Ames; \$704,300 for Ottumwa; \$189,500 for

Marshalltown; \$17,600 for Region 6; \$121,100 for Region 14; \$159,400 for Region 15; and \$89,100 for Region 16.

State of Michigan.—The conference agreement includes \$10,000,000 for the State of Michigan to fulfill the requirements of section 3035(l) of the Intermodal Surface Transportation Efficiency Act of 1991. Of the \$10,000,000 for the State of Michigan, the conferees have included: \$3,022,500 for buses and bus facilities for Grand Rapids; \$3,022,500 for buses and bus facilities in Flint; \$3,022,500 for the Suburban Mobility Authority for Regional Transportation (SMART); and \$932,500 for an intermodal facility in Lansing. The conference agreement includes a total of \$3,022,500 for the intermodal transportation center in Lansing. The conferees recognize that \$1,200,000 more is required to complete this project and encourage the project sponsors to submit a future request for the remaining funds.

State of New York.—The conferees direct those transit systems in the State of New York receiving section 3 bus discretionary allocations in areas over 200,000 population for the express purpose of providing fixed-route transit services, to purchase alternative fueled buses. Vehicles purchased for use in urbanized areas under 200,000 population and for use in rural areas and/or for ADA mandated paratransit services are exempt.

State of Illinois.—The conference agreement provides \$16,850,000 for the Illinois Department of Transportation for replacement buses and transit facilities. This amount includes funds for replacement buses for the following transit agencies: \$1,585,000 for Champaign-Urbana; \$528,000 for Decatur; \$2,290,000 for Madison County; \$528,000 for Quincy; \$528,000 for Rockford; \$880,000 for Rock Island; \$1,073,000 for Springfield; and \$1,665,000 for Pace. The amount also includes \$720,000 for a transfer facility in Peoria and \$800,000 for bus facilities for the South Central MTD. In addition, \$6,000,000 is provided for a new bus communications system for the Chicago Transit Authority.

Bus overhauls.—The conferees direct the FTA to study and report to the appropriate Congressional committees by July 15, 1996 on the data associated with requests for funding under the periodic bus overhaul funding provision, including, but not limited to, the number, size, and geographic type of transit systems that seek to capitalize such expenses, and the amounts requested under this section.

Amendment No. 100: Includes language that reprograms \$21,631,250 of funds previously made available in Public Law 102-388 and provides \$666,000,000 for new fixed guideway systems. The House bill included \$666,000,000 and the Senate bill included a total of \$688,840,000, of which \$22,840,000 was proposed to be reprogrammed.

The conferees recommend that \$21,631,250 of funds that were originally provided in the fiscal year 1993 Department of Transportation and Related Agencies Appropriations Act, Public Law 102-388, that have not been obligated by October 1, 1995 be reprogrammed. Should additional funds from Public Law 103-388 remain unobligated, the conferees direct the Administrator to reprogram these funds 15 days after notification to the House and Senate Committees on Appropriations only to those projects that have

existing full funding grant agreements on the date of enactment of this Act, to the extent that those projects are likely to be capable of obligating these funds in the course of this fiscal year.

The conference agreement provides for the following distribution of the recommended funding for new fixed guideway systems as follows:

| <i>Project</i> | <i>Amount</i> |
|--|---------------|
| Atlanta-North Springs project | \$42,410,000 |
| South Boston Piers (MOS-2) project | 20,060,000 |
| Canton-Akron-Cleveland commuter rail project | 4,250,000 |
| Cincinnati Northeast/Northern Kentucky rail line project | 1,000,000 |
| Dallas South Oak Cliff LRT project | 16,941,000 |
| DART North Central light rail extension project | 3,000,000 |
| Dallas-Fort Worth RAILTRAN project | 6,000,000 |
| Florida Tri-County commuter rail project | 10,000,000 |
| Houston Regional Bus project | 22,630,000 |
| Jacksonville ASE extension project | 9,720,625 |
| Los Angeles Metro Rail (MOS-3) | 85,000,000 |
| Los Angeles-San Diego commuter rail project | 8,500,000 |
| MARC commuter rail project | 10,000,000 |
| Maryland Central Corridor LRT project | 15,315,000 |
| Miami-North 27th Avenue project | 2,000,000 |
| Memphis, Tennessee Regional Rail Plan | 1,250,000 |
| New Jersey Urban Core-Secaucus project | 80,250,000 |
| New Orleans Canal Street Corridor project | 5,000,000 |
| New York Queens Connection project | 126,725,125 |
| Pittsburgh Airport Phase 1 project | 22,630,000 |
| Portland-Westside LRT project | 130,140,000 |
| Sacramento LRT extension project | 2,000,000 |
| St. Louis Metro Link LRT project | 12,500,000 |
| Salt Lake City light rail project | 9,759,500 |
| San Francisco BART extension project | 10,000,000 |
| San Juan, Puerto Rico Tren Urbano project | 7,500,000 |
| Tampa to Lakeland commuter rail project | 500,000 |
| Whitehall ferry terminal, New York, New York | 2,500,000 |
| Wisconsin central commuter project | 14,400,000 |
| Burlington-Charlotte, Vermont commuter rail project | 5,650,000 |

South-North corridor project.—The conferees note that the Oregon legislature and Portland area voters have approved \$850 million in local and state funds for the South-North corridor project. The conferees support the inclusion of the South-North corridor in the Portland area program of interrelated projects and note that a project financing plan, based on a discretionary (section 3) share of fifty percent of the total project costs, will be considered should the Portland region seek funding for this project.

Orange County, California.—The conferees are concerned with the delay of the Federal Transit Administration in obligating the funds previously provided in fiscal years 1994 and 1995 for the Orange County Transitway project. The conferees are concerned that the FTA may fail to recognize that the Anaheim Intermodal Transportation Center is not an element of the Transitway project. The conferees, therefore, direct the FTA to work expeditiously to obligate these funds once all pending planning and financial issues are addressed adequately.

Kansas City.—Although no funds have been provided for the Kansas City, Missouri light rail project, the conferees believe that based on the results of the recently completed major investment study, the project may have merit and therefore encourage project sponsors to continue to seek federal support in the future.

Seattle-Tacoma.—The conferees agree that sums available from funds appropriated in fiscal year 1992 for the Seattle-Tacoma commuter rail project may be used for intermodal access and facilities in Seattle and/or commuter track and signal projects in and between Seattle and Tacoma, only to the extent to which such projects are consistent with existing federal transportation laws and regulations.

Amendment No. 101: Provides \$20,060,000 for the South Boston Piers [MOS-2] project instead of \$17,500,000 as proposed by the House and \$22,620,000 as proposed by the Senate.

Amendment No. 102: Provides \$4,250,000 for the Canton-Akron-Cleveland commuter rail project instead of \$6,500,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein. The conferees have agreed to delete this language because on September 20, 1995, the House passed H.R. 2274, the National Highway Systems Designation Act of 1995, which contained the authorization for this and the several other new start projects that follow below.

Amendment No. 103: Provides \$1,000,000 for the Cincinnati Northeast/Northern Kentucky rail line project instead of \$2,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 104: Provides \$3,000,000 for the DART North Central light rail extension project instead of \$2,500,000 as proposed by the House and \$3,500,000 as proposed by the Senate.

Amendment No. 105: Deletes House language that would have made funding for the DART North Central rail extension project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 106: Provides \$6,000,000 for the Dallas-Fort Worth RAILTRAN project instead of \$5,000,000 as proposed by the House and \$7,000,000 as proposed by the Senate.

Amendment No. 107: Deletes House language that would have made funding for the Dallas-Fort Worth RAILTRAN project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 108: Deletes House language that would have made funding for the Florida Tri-County commuter rail project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 109: Provides \$9,720,625 for the Jacksonville ASE extension project instead of \$12,500,000 as proposed by the House. The Senate bill contained no similar provision.

Amendment No. 110: Provides \$85,000,000 for the Los Angeles Metro Rail [MOS-3] instead of \$125,000,000 as proposed by the House and \$45,000,000 as proposed by the Senate.

The conference agreement provides \$85,000,000 for the Los Angeles Metro Rail Line project. The conferees, however, reiterate the

safety concerns and the need for quality assurances outlined in the Senate report.

The conferees are aware that after the Senate's consideration of the Act, the Los Angeles Metropolitan Transportation Authority [MTA] has made significant progress in the areas of concern as expressed by the Senate. The MTA has hired a new head of Metro construction to whom quality assurance and safety personnel now must directly report. In addition, the MTA has submitted the updated Metro Rail Red Line Project Management Plan, which demonstrates the commitment to safety and quality assurance, to the Federal Transit Administration for review, prior to FTA's October 1, 1995 deadline.

While this progress is encouraging, the conferees direct the Federal Transit Administration to continue diligent oversight and to ensure that these commitments to greater safety and quality assurance staffing are finalized before these or any other federal funds are obligated to the Metro Red Line Project.

Amendment No. 111: Provides \$8,500,000 for the Los Angeles-San Diego commuter rail project instead of \$10,000,000 as proposed by the House and no funding as proposed by the Senate.

Amendment No. 112: Provides \$10,000,000 for the MARC commuter rail project as proposed by the House instead of \$15,000,000 as proposed by the Senate.

Amendment No. 113: Provides \$15,315,000 for the Maryland Central Corridor LRT project instead of \$3,000,000 as proposed by the House and \$22,630,000 as proposed by the Senate.

Amendment No. 114: Deletes House language that would have made funding for the Miami-North 27th Avenue project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 115: Provides \$1,250,000 for the Memphis, Tennessee Regional Rail Plan instead of \$2,500,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 116: Provides \$80,250,000 for the New Jersey Urban Core-Secaucus project instead of \$75,000,000 as proposed by the House and \$85,500,000 as proposed by the Senate.

Amendment No. 117: Provides \$5,000,000 for the New Orleans Canal Street Corridor project instead of \$10,000,000 as proposed by the House and no funding as proposed by the Senate, and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 118: Provides \$126,725,125 for the New York Queens Connection project instead of \$114,989,000 as proposed by the House and \$160,000,000 as proposed by the Senate.

Amendment No. 119: Deletes funding for the Orange County Transitway project as proposed by the Senate instead of \$5,000,000 as proposed by the House.

Amendment No. 120: Provides \$130,140,000 for the Portland Westside LRT project as proposed by the Senate instead of \$85,500,000 as proposed by the House.

Amendment No. 121: Provides \$2,000,000 for the Sacramento LRT extension project as proposed by the House instead of no funding as proposed by the Senate.

Amendment No. 122: Provides \$12,500,000 for the St. Louis Metro Link LRT project instead of \$10,000,000 as proposed by the House and \$13,000,000 as proposed by the Senate. Within the funds provided, the conferees have included up to \$2,000,000 for the St. Claire extension.

Amendment No. 123: Provides \$9,759,500 for the Salt Lake City light rail project instead of \$5,000,000 as proposed by the House and \$14,519,000 as proposed by the Senate.

Amendment No. 124: Retains, with modification, House language which provides that \$5,000,000 of the funds made available for the Salt Lake City light rail project may be available for related high occupancy vehicle lane and intermodal corridor design costs.

Amendment No. 125: Provides \$10,000,000 for the San Francisco BART extension project as proposed by the House instead of \$22,620,000 for the San Francisco BART extension to the airport/Tasman corridor projects as proposed by the Senate.

The conferees have agreed to provide \$10,000,000 to continue the BART proposed extension to the San Francisco International Airport. BART and the San Francisco Airport Commission recently reached an agreement in principle on an airport station alignment that reduces project costs and that is compatible with the airport's extension plan. However, significant unresolved issues must be resolved before a long-term financial commitment can be made to this project. For example, despite planned cost reductions, a complete cost analysis and financial plan are not yet available and there is no assurance that the federal share of this project will be reduced. Further, neither supplemental draft nor final analyses have yet been concluded, and four transportation agencies on the San Francisco peninsula, including one of the project sponsors (the San Mateo County Transit District), have voted to study a direct CalTrain link with the airport. Lastly, the conferees believe that the proposed local share costs to be borne by the airport and its users should be consistent with federal transportation policy and regulation. Given these many concerns, the conferees believe that sufficient time to complete and review adequately the supplemental draft environmental impact statement and the subsequent engineering and financial plans, and final environmental impact statements is not available in fiscal year 1996. Sixty days prior to action to execute a full funding grant agreement, the conferees direct the FTA to report back to both the House and Senate Committees on Appropriations and certify in writing that the aforementioned concerns are fully addressed. This action shall not be interpreted as a Congressional desire to terminate this project.

The conference agreement provides no new funding for the Tasman corridor project. Measure A, a Santa Clara County local sales tax proposition which constitutes the Tasman project's local match, was invalidated by a California appeals court and later upheld by the California Supreme Court on September 28, 1995. Therefore under the terms of the Bay Area's Metropolitan Transportation Commission's new rail starts program, the conferees expect that the \$33,320,000 of Federal funds originally made avail-

able in fiscal years 1994 and 1995 shall be allocated by the Metropolitan Transportation Commission to the San Francisco BART extension to the airport.

Amendment No. 126: Restores language proposed by the House which provides funds for the San Francisco BART extension to the airport only instead of the San Francisco BART extension/Tasman corridor project as proposed by the Senate.

Amendment No. 127: Provides \$7,500,000 for the San Juan, Puerto Rico Tren Urbano project instead of \$15,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 128: Provides \$500,000 for the Tampa to Lakeland commuter rail project instead of \$1,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage of the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 129: Provides \$2,500,000 for the Whitehall ferry terminal, New York, New York instead of \$5,000,000 as proposed by the House and no funding as proposed by the Senate; and deletes House language that would have made funding for this project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 130: Deletes House language that would have made funding for the Wisconsin central commuter project contingent upon passage by the House of a bill authorizing appropriations therefor, and only in amounts provided therein.

Amendment No. 131: Provides \$5,650,000 for the Burlington-Charlotte, Vermont commuter rail project instead of \$11,300,000 as proposed by the Senate. The House bill contained no similar appropriation.

Amendment No. 132: Deletes \$5,000,000 for the Chicago central area circulator proposed by the Senate. The House bill contained no similar provision.

Due to the failure of the State of Illinois to appropriate funding for its share of the Chicago central area circulator project this year and the uncertainty of the design and construction of the system, the conferees have not allocated any new fiscal year 1996 funding for this project. Should the State appropriate its share of the costs of the project or should the Federal Transit Administration approve the core system phasing approach into an amended full funding grant agreement, the conferees will then make every effort to provide funding according to a full funding grant agreement funding schedule.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 133: Appropriates \$2,000,000,000 to liquidate contract authority obligations for mass transit capital programs as

proposed by the House instead of \$1,700,000,000 as proposed by the Senate.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Amendment No. 134: Appropriates \$200,000,000 for construction of the Washington, DC metrorail system as proposed by the House instead of \$170,000,000 as proposed by the Senate.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Amendment No. 135: Deletes language proposed by the Senate that prohibits expenditure of funds in the Corporation's financial reserve or from the Harbor Maintenance Trust Fund for the design, development, or procurement of a global positioning system vessel traffic services system during fiscal year 1996. The House bill contained no similar provision.

Vessel traffic services system.—The conferees have expanded the scope of a study on the options for privatizing procurement and operation of vessel traffic services on the American portion of the Saint Lawrence Seaway, which the Senate report directed the Corporation to submit by May 1, 1996. The study shall focus on division of responsibility and cost-sharing issues in the development, procurement, installation, and operation of a GPS vessel traffic services system among the Saint Lawrence Seaway Development Corporation, the St. Lawrence Seaway Authority of Canada, the U.S. Coast Guard, the Canadian Coast Guard, and the carrier industry.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Amendment No. 136: Appropriates \$10,150,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation as proposed by the Senate instead of \$10,190,500 as proposed by the House. The conference agreement includes the following adjustments to the budget request:

| | |
|---|-----------|
| Travel and transportation of things | — \$6,000 |
| Other miscellaneous services | — 5,500 |
| Nonpay inflation | — 41,000 |
| Unspecified reduction | — 40,500 |

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Amendment No. 137: Appropriates \$23,937,000 for research and special programs instead of \$26,030,000 as proposed by the House and \$24,281,000 as proposed by the Senate.

The conference agreement distributes the research and special programs appropriation and 176 full-time equivalent staff as follows:

| | In dollars | Positions |
|----------------------------------|------------|-----------|
| Hazardous materials safety | 12,650,000 | 111 |
| Research and technology | 3,288,000 | 13 |
| Emergency transportation | 1,022,000 | 7 |

| | In dollars | Positions |
|-------------------------------|------------|-----------|
| Program support | 7,388,000 | 45 |
| Accountwide adjustments | - 411,000 | |

The conferees have made the following adjustments to the budget request:

| | <i>In dollars</i> |
|---|-------------------|
| Hazardous materials safety: | |
| Information systems | - 50,000 |
| Training | +100,000 |
| Registration program | - 182,000 |
| Aviation information management | - 2,282,000 |
| Research and technology: | |
| Personnel compensation and benefits | - 91,000 |
| Technology development | - 2,951,000 |
| Technology promotion | - 874,000 |
| Technology deployment | - 400,000 |
| Emergency transportation: | |
| Crisis management | - 279,000 |
| Program administration: | |
| Operating expenses | - 42,000 |
| Policy and program support | - 50,000 |
| Civil rights and special programs | - 25,000 |
| Program management and administration | - 95,000 |
| Contract program | - 53,000 |
| Working capital fund | - 40,000 |
| Accountwide adjustments: | |
| Training | - 109,000 |
| Equipment | - 302,000 |
| Net reduction | - 7,725,000 |

Amendment No. 138: Deletes House language as proposed by the Senate and transfers \$2,200,000 and 22 full-time equivalent employees from the Research and Special Programs Administration's aviation information management program to the Bureau of Transportation Statistics under amendment numbered 144.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

Amendment No. 139: Appropriates \$31,448,000 for pipeline safety instead of \$29,941,000 as proposed by the House and \$32,973,000 as proposed by the Senate.

Amendment No. 140: Provides \$28,750,000 from the Pipeline Safety Fund instead of \$27,243,000 as proposed by the House and \$30,275,000 as proposed by the Senate. The conference agreement includes the following reductions from the budget request:

| | <i>In dollars</i> |
|--|-------------------|
| Personnel compensation and benefits | - 22,000 |
| Operating expenses | - 306,000 |
| Information systems | - 552,000 |
| Risk assessment and technology studies | - 500,000 |
| Compliance | - 4,146,000 |
| Training and information dissemination | - 21,000 |
| Research and development | - 2,423,000 |
| Grants | - 3,000,000 |
| Net reduction | - 10,970,000 |

Amendment No. 141: Provides that not to exceed \$1,000,000 shall be available from the pipeline safety fund for grants to states for the development and establishment of one-call notification sys-

tems, as proposed by the House instead of \$1,500,000 as proposed by the Senate.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Amendment No. 142: Limits obligations for emergency preparedness grants to \$8,890,000 as proposed by the House instead of \$9,200,000 as proposed by the Senate.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Amendment No. 143: Appropriates \$40,238,000 for salaries and expenses of the Office of inspector general as proposed by the House instead of \$39,891,200 as proposed by the Senate.

BUREAU OF TRANSPORTATION STATISTICS

Amendment No. 144: Appropriates \$2,200,000 for the Bureau of Transportation Statistics as proposed by the Senate. The House bill contained no similar provision.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Amendment No. 145: Appropriates \$3,500,000 for salaries and expenses of the Architectural and Transportation Barriers Compliance Board as proposed by the Senate instead of \$3,656,000 as proposed by the House. The conferees agree that, although no funding is provided in fiscal year 1996 for the acquisition of a new financial accounting system, this reduction is made without prejudice to the system receiving funding in future appropriations acts.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Amendment No. 146: Appropriates \$38,774,000 for salaries and expenses of the National Transportation Safety Board as proposed by the House instead of \$37,500,000 as proposed by the Senate.

The conference agreement distributes the salaries and expenses of the National Transportation Safety Board and 350 full-time equivalent staff years as follows:

| Office | Budget authority | Staff years |
|---------------------------------|------------------|----------------|
| Policy and direction | \$5,662,000 | 45 |
| Aviation safety | 13,334,000 | 122 |
| Surface transportation | 10,473,000 | 94 |
| Research and engineering | 5,281,000 | 48 |
| Administration | 2,692,000 | 31 |
| Administrative law judges | 1,332,000 | 10 |

EMERGENCY FUND

Amendment No. 147: Appropriates \$360,802 for the emergency fund as proposed by the Senate instead of \$160,802 as proposed by the House.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Amendment No. 148: Appropriates \$13,379,000 for one quarter year of salaries and expenses as well as severance and closing costs of the Interstate Commerce Commission as proposed by the House. The Senate bill provided the same amount, but only for severance and closing costs. The conferees agree that collected fees shall be made available for the time the Commission remains in existence during fiscal year 1996 and that once the Commission ceases to exist, any unobligated balances from these collections shall be used to pay termination and severance costs.

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

Amendment No. 149: Makes technical change in the citation to the authorization statute regarding primary and secondary schooling of dependents of FAA personnel stationed outside of the continental United States, as proposed by the Senate.

Amendment No. 150: Deletes “pursuant to paragraph (d)” as proposed by the Senate.

Amendment No. 151: Prohibits the use of funds for salaries and expenses of more than one hundred political and Presidential appointees in the Department of Transportation as proposed by the Senate instead of one hundred and ten appointees as proposed by the House.

Amendment No. 152: Restores House language deleted by the Senate that prohibits funds to be used to implement section 404 of title 23, United States Code.

Amendment No. 153: Reduces the working capital fund for the Department of Transportation programs funded in this Act by \$7,500,000 instead of \$10,000,000 as proposed by the House and \$5,000,000 as proposed by the Senate.

Amendment No. 154: Limits working capital fund obligational authority for the Department of Transportation programs funded in this Act to no more than \$95,649,000 instead of \$92,231,000 as proposed by the House and \$99,364,000 as proposed by the Senate.

Amendment No. 155: Restores House language deleted by the Senate that prohibits the use of funds to prepare, propose or promulgate any regulations that prescribe changes in the corporate average fuel economy standards for automobiles.

Amendment No. 156: Cancels \$25,000,000 of the budgetary resources provided to the Department of Transportation, excluding the Maritime Administration, as proposed by the House, instead of canceling \$25,000,000 of the budgetary resources provided to the Department of Transportation, including the Maritime Administration, as proposed by the Senate.

Amendment No. 157: Restores House language deleted by the Senate and includes language proposed by the Senate which requires the Secretary of Transportation to collocate and consolidate the Department of Transportation's office structure.

Amendment No. 158: Restores House language deleted by the Senate and includes language proposed by the Senate which requires the Secretary of Transportation to collocate and consolidate the Department of Transportation's surface transportation field offices and administrative activities.

Amendment No. 159: Includes Senate language that permits the Secretary of Transportation to submit a reorganization plan of the surface transportation activities of the Department of Transportation and the relationship of the Saint Lawrence Seaway Development Corporation to the Department. The House bill included no similar provision.

Amendment No. 160: Permits the Secretary of Transportation to transfer funds appropriated in this Act to "Rental Payments" as proposed by the Senate. The House bill would have permitted the Secretary of Transportation to transfer funds appropriated for any office of the Office of the Secretary.

Amendment No. 161: Prohibits funds for certain specified types of employee training activities, as proposed by the House. The Senate bill required that training be consistent with current law.

Amendment No. 162: Prohibits funds for enforcing the existing airport revenue diversion laws, and which require airports to be as self-sustaining as possible, as they relate to specified facilities on Hot Springs Memorial Field in Hot Springs, Arkansas, as proposed by the House. The Senate bill contained no similar provision.

Amendment No. 163: Deletes language in the Senate bill requiring that time an individual has spent on the workers' compensation rolls be counted as regular employment time for the purpose of calculating retirement benefits. In addition, the conference agreement deletes lines 1 through 13 on page 53 of the House engrossed bill, H.R. 2002. The effect of this and the preceding disposition is to delete all language in the House and Senate bills requiring changes in the eligibility of employees to receive workers' compensation payments after becoming eligible for regular federal retirement benefits. Both the House and Senate bills required a cessation of workers' compensation benefits six months after retirement eligibility is reached.

The conferees are concerned, however, that for many individuals, workers' compensation has become a more lucrative alternative to regular retirement. For example, in the FAA alone, almost 500 people on the workers' compensation rolls are at least 70 years of age, and over 1,200 are over 60. The current system allows these people to remain on the workers' compensation rolls even when disability retirement is available to them and even when there is little or no chance they will be returned to work in the agency. These cases create a drain on the annual discretionary budget of agencies like the FAA, which are forced to use those scarce funds to finance what is essentially a retirement program—and one with excessive and unnecessary costs. To address this issue on a government-wide basis, the conferees direct the General Accounting Office to study this issue and report with recommenda-

tions for reform to the House and Senate Committees on Appropriations no later than May 31, 1996.

The conference agreement also includes a limitation against using funds in this Act for activities designed to influence Congress on legislation or appropriations pending before the Congress except on the request of Members of Congress through the proper official channels. The effect of this provision is to restate, for emphasis, existing law codified in 18 U.S.C. 1813 regarding limitations on lobbying activities.

Amendment No. 164: Modifies House language deleted by the Senate that prohibits the use of funds for technical training, tours, and research fellowships with citizens of the People's Republic of China to exempt the Federal Aviation Administration and the joint Federal Aviation Administration, Department of Defense and Department of Commerce initiative designed to modernize the air traffic control system of the People's Republic of China.

Amendment No. 165: Restores House language deleted by the Senate which prohibits the use of funds in the Act to support Federal Transit Administration's field operations and oversight of the Washington Metropolitan Area Transit Authority in any location other than from the Washington, DC metropolitan area.

Amendment No. 166: Restores House language deleted by the Senate which appropriates \$8,421,000 to the successor of the Interstate Commerce Commission and permits the collection of fees collected pursuant to 31 U.S.C. 9701. The conferees expect that the current level of user fees will continue to be collected throughout the fiscal year unless changed by authorization.

Amendment No. 167: Deletes language proposed by the Senate that provides for the redistribution of funds originally provided for a project in West Calcasieu Parish, Louisiana to be available for a project in Lake Charles, Louisiana, and inserts language that limits the use of funds for improvements to the Miller Highway in New York City, New York. The House bill addressed this issue in amendment numbered 191.

Amendment No. 168: Includes language proposed by the Senate that would require that improvements identified by section 1069(t) of Public Law 102-240 and funded pursuant to section 118(c)(2) of title 23, U.S.C. shall not be treated as an allocation for interstate maintenance. The House bill contained no similar provision.

Amendment No. 169: Includes Senate language which requires the Secretary of Transportation to carry out research to identify successful telecommuting programs. The House bill contained no similar provision.

Amendment No. 170: Includes Senate language which would exempt Indian Reservation Roads from any reductions required pursuant to section 1003 of Public Law 102-240. The House bill contained no similar provision.

Amendment No. 171: Deletes Senate provision that would have allowed states to trade in unobligated balances of their federal-aid highway program, except for the congestion mitigation and air quality improvement program, to mitigate reductions pursuant to section 1003 of the Intermodal Surface Transportation Efficiency Act. The House bill contained no similar provision.

Amendment No. 172: Deletes Senate provision that would have allowed states to trade in unobligated balances of funds authorized or appropriated for highway demonstration projects to mitigate reductions pursuant to section 1003 of the Intermodal Surface Transportation Efficiency Act. The House bill contained no similar provision.

Amendment No. 173: Deletes Senate provision that would have established interstate compact infrastructure banks. The House bill contained no similar provision.

Amendment No. 174: Retains, with amendment, language in the Senate bill requiring development of a new personnel management system for the Federal Aviation Administration. The House bill contained no similar provisions. The conference agreement includes the following changes to the Senate bill: (a) the official responsible for development and implementation of the new personnel system is the FAA administrator, not the Secretary; and (b) the new system shall not waive current law relating to veterans' preference and unemployment compensation. The provision takes effect on April 1, 1996, as proposed by the Senate.

Management-labor relationship.—The conferees believe that a harmonious management-labor relationship within the FAA is important to the effectiveness and efficiency of the national airspace system. The conferees do not intend that the personnel management reforms included in this bill force the disestablishment of any existing management-labor agreement or lead to the dissolution of any union currently representing FAA employees. Instead, the conference agreement provides the administrator of the FAA flexibility to redefine the management-labor relationship to the benefit of the agency and all of its employees.

Administrator's working group.—The conferees have included bill language which requires the FAA to develop new personnel and procurement reform plans, with the goal of accelerating the modernization of the FAA in the most efficient and cost-effective manner. The conferees believe the success of this plan will, in part, depend upon the assistance of the entire aviation community. The conferees would like to see high level input from the aviation community. The conferees therefore strongly recommend that the administrator consult with the widest array of interested parties in developing the new personnel and procurement systems. The administrator should consider establishing a working group to assist his efforts. The working group could include, but not be limited to, representatives from the air carriers, general and business aviation, airports, aircraft manufacturers, airline and FAA employees, and the Office of the Secretary of Defense.

Amendment No. 175: Retains, with amendment, language in the Senate bill requiring development of a new acquisition management system for the Federal Aviation Administration. The House bill contained no similar provisions. The conference agreement changes the official responsible for development and implementation of the new acquisition system to the FAA administrator, not the Secretary. The provision takes effect on April 1, 1996, as proposed by the Senate.

Amendment No. 176: Reduces bonuses and cash awards for Department of Transportation employees by \$752,852 as proposed by the Senate. The House bill included no similar provision.

Amendment No. 177: Limits funds for Department of Transportation advisory committees to \$850,000 as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 178: Includes provision that enables the Secretary of Transportation to enforce and continue in effect the exemption provisions of the Motor Vehicle Information and Cost Savings Act. The House bill contained no similar provision.

Amendment No. 179: Provides that the FAA Technical Center in Pomona, New Jersey be designated as the "William J. Hughes Technical Center", as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 180: Provides that no funds may be used to close Coast Guard small boat stations or subunits, and allows flexibility for the Secretary to implement system-wide management efficiencies, as proposed by the Senate. The House bill contained no similar provision. The conferees support Coast Guard downsizing and streamlining efforts in general, but find that in this instance the Coast Guard's methodology failed to fairly consider distinctions between small boat stations, such as water temperature and survival time, leading ultimately to a proposal which lacked critical justification.

Amendment No. 181: Deletes Senate language that would redistribute funds made available for obligation authorized by item 21 of the table in section 1105(f) of Public Law 102-240 to carry out additional surface transportation projects in Louisiana. The House bill contained no similar provision.

Amendment No. 182: Includes Senate language that provides for the transfer of certain federal property in Hoboken, New Jersey. The House bill contained no similar provision.

Amendment No. 183: Deletes Senate language which requires a five percent reduction from fiscal year 1995 levels in the energy costs of federal facilities used by agencies funded in this Act. The conferees are aware that this issue will be addressed government-wide by the Treasury, Postal Service and General Government Appropriations Act, 1996.

Amendment No. 184: Deletes language proposed by the Senate requiring the Secretary of Transportation to conduct a study of competition and air fares in rural aviation markets in the United States.

Amendment No. 185: Deletes Senate language that would provide \$1,000,000 to establish and operate the Railroad Safety Institute. The House bill contained no similar provision. The conference agreement also addresses this issue under amendment numbered 6.

Amendment No. 186: Retains language proposed by the Senate expressing the sense of the Senate regarding a dispute between the United States and Japan over implementation of the current U.S./Japan bilateral aviation agreement. The House bill contained no similar provision.

Amendment No. 187: Includes Senate language which modifies provisions of section 339 of the Department of Transportation and

Related Agencies Appropriations Act, 1993 (Public Law 102-388). The House bill included no similar provision.

Amendment No. 188: Deletes Senate provision that repeals section 404 of 23 U.S.C. and inserts language that waives the freight tonnage limit for rail lines benefiting from the Local Rail Freight Assistance [LRFA] program for a project near Wahpeton, North Dakota. The funds are proceeds from LRFA loans that have been repaid to the State. Approximately \$2,300,000 may be used for the partial cost of a privately owned rail spur, siding, and loading facility.

Amendment No. 189: Deletes Senate language that would have delayed the restriction on the availability of certain highway funds and designated the National Highway System. The House bill contained no similar provision.

TITLE IV

Amendment No. 190: Restores House language deleted by the Senate which provides for mandatory standards and procedures governing arbitrators and arbitration of labor disputes in the Washington, DC area.

TITLE V

Amendment No. 191: Deletes title V of the House bill which restricts the use of funds for improvements to the Miller Highway in New York City, New York. This prohibition is included under amendment numbered 167.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1996 recommended by the Committee of Conference, with comparisons to the fiscal year 1995 amount, the 1996 budget estimates, and the House and Senate bills for 1996 follow:

| | |
|--|------------------|
| New budget (obligational) authority, fiscal year 1995 | \$14,214,401,000 |
| Budget estimates of new (obligational) authority, fiscal year 1996 | 35,468,964,831 |
| House bill, fiscal year 1996 | 12,810,725,806 |
| Senate bill, fiscal year 1996 | 12,613,811,567 |
| Conference agreement, fiscal year 1996 | 12,680,532,831 |
| Conference agreement compared with: | |
| New budget (obligational) authority, fiscal year 1995 | -1,533,868,169 |
| Budget estimates of new (obligational) authority, fiscal year 1996 | -22,788,432,000 |
| House bill, fiscal year 1996 | -130,192,975 |
| Senate bill, fiscal year 1996 | +66,721,264 |

| TITLE I - DEPARTMENT OF TRANSPORTATION | | | | | |
|---|--------------------|---------------------|---------------|---------------|--|
| Office of the Secretary | | | | | |
| | FY 1995 Enacted | FY 1996 Estimate | House | Senate | Conference compared with enacted |
| Salaries and expenses..... | 56,094,000 | 57,456,000 | 55,011,500 | 56,500,000 | -1,805,000 |
| Immediate Office of the Secretary..... | (1,220,000) | ..... | ..... | ..... | (-1,220,000) |
| Immediate Office of the Deputy Secretary..... | (583,000) | ..... | ..... | ..... | (-583,000) |
| Office of the General Counsel..... | (7,876,000) | ..... | ..... | ..... | (-7,876,000) |
| Office of the Assistant Secretary for Transportation Policy..... | (2,309,000) | ..... | ..... | ..... | (-2,309,000) |
| Offices of the Assistant Secretary for Aviation and International Affairs..... | (7,887,000) | ..... | ..... | ..... | (-7,887,000) |
| Office of the Assistant Secretary for Budget and Programs..... | (4,400,000) | ..... | ..... | ..... | (-4,400,000) |
| Office of the Assistant Secretary for Governmental Affairs..... | (2,250,000) | ..... | ..... | ..... | (-2,250,000) |
| Office of the Assistant Secretary for Administration..... | (22,425,000) | ..... | ..... | ..... | (-22,425,000) |
| Office of Public Affairs..... | (1,360,000) | ..... | ..... | ..... | (-1,360,000) |
| Executive Secretariat..... | (832,000) | ..... | ..... | ..... | (-832,000) |
| Contract Appeals Board..... | (830,000) | ..... | ..... | ..... | (-830,000) |
| Office of Civil Rights..... | (1,778,000) | ..... | ..... | ..... | (-1,778,000) |
| Office of Small and Disadvantaged Business Utilization..... | (936,000) | ..... | ..... | ..... | (-936,000) |
| Minority Business Resource Center..... | (4,000,000) | ..... | ..... | ..... | (-4,000,000) |
| Office of Intelligence and Security..... | (800,000) | ..... | ..... | ..... | (-800,000) |
| Office of Intermodalism..... | (1,000,000) | ..... | ..... | ..... | (-1,000,000) |
| Undistributed..... | (-2,313,000) | ..... | ..... | ..... | (+2,313,000) |
| Office of civil rights..... | ..... | 12,793,000 | 6,954,000 | 12,063,000 | 6,954,000 |
| Transportation planning, research, and development..... | ..... | 15,710,000 | 3,308,000 | 9,710,000 | 8,220,000 |
| Office of Commercial Space Transportation: Operations and Research..... | 8,283,000 | ..... | ..... | ..... | -4,080,000 |
| Working capital fund..... | 6,080,000 | ..... | ..... | ..... | (+10,149,000) |
| Payments to air carriers (Airport and Airway Trust Fund): (Liquidation of contract authorization)..... | (33,423,000) | ..... | (102,231,000) | (104,364,000) | ..... |
| (Limitation on obligations)..... | (33,423,000) | ..... | (15,000,000) | (28,738,536) | (-10,823,000) |
| (Revelation of contract authority)..... | (4,000,000) | ..... | (15,000,000) | (28,738,536) | (-10,823,000) |
| Revelation..... | ..... | (-38,600,000) | (-23,800,000) | (-11,861,464) | (-12,000,000) |
| Rental payments..... | 144,419,000 | 143,438,000 | (-4,788,971) | (-4,788,971) | (-4,788,971) |
| Headquarters facilities..... | ..... | 331,000,000 | 130,803,000 | 139,889,000 | 155,200,000 |
| Minority business resource center program..... | 1,900,000 | ..... | ..... | ..... | ..... |
| (Limitation on direct loans)..... | (15,000,000) | ..... | ..... | ..... | ..... |
|  | ..... | 1,800,000 | 1,800,000 | 1,800,000 | ..... |
|  | ..... | (15,000,000) | (15,000,000) | (15,000,000) | ..... |

| | FY 1985 Enacted | FY 1986 Estimate | House | Senate | Conference | Conference compared with enacted |
|---|--------------------|---------------------|---------------|---------------|---------------|--|
| Minority business outreach | | 2,900,000 | 2,900,000 | 2,100,000 | 2,900,000 | +2,900,000 |
| ICC Sunset | | 4,705,000 | | 4,705,000 | | |
| State Infrastructure Banks (sec. 348) | | | | 250,000,000 | | |
| Total, Office of the Secretary | 218,798,000 | 569,603,000 | 200,477,500 | 478,667,000 | 210,963,000 | -7,803,000 |
| (Limitations on obligations) | (53,423,000) | | (15,000,000) | (26,738,539) | (22,600,000) | (-10,823,000) |
| Total budgetary resources | (252,186,000) | (669,803,000) | (215,477,500) | (603,425,539) | (233,563,000) | (-18,826,000) |
| Coast Guard | | | | | | |
| Operating expenses | 2,968,000,000 | 2,818,316,000 | 2,566,607,000 | 2,266,000,000 | 2,278,981,000 | -318,009,000 |
| Acquisition, construction, and improvements: | | | | | | |
| Vessels | 187,800,000 | 203,700,000 | 181,200,000 | 178,000,000 | 187,800,000 | -20,300,000 |
| Aircraft | 11,800,000 | 18,500,000 | 16,500,000 | 14,500,000 | 12,000,000 | +200,000 |
| Other equipment | 29,700,000 | 66,300,000 | 42,200,000 | 47,800,000 | 46,500,000 | +16,900,000 |
| Shore facilities and aids to navigation | 86,350,000 | 89,800,000 | 82,375,000 | 80,300,000 | 88,975,000 | -476,000 |
| Personnel and related support | 44,200,000 | 44,800,000 | 43,000,000 | 46,500,000 | 44,700,000 | -500,000 |
| Subtotal, A C & I | 362,850,000 | 423,100,000 | 375,175,000 | 368,600,000 | 362,375,000 | -575,000 |
| Environmental compliance and restoration | | | | | | |
| Port Safety Development | 23,500,000 | 25,000,000 | 21,000,000 | 21,000,000 | 21,000,000 | -2,500,000 |
| Alteration of bridges | | | | 16,000,000 | 15,000,000 | +15,000,000 |
| Refined pay | | 2,000,000 | | 2,000,000 | 16,000,000 | +15,000,000 |
| Reserve training | 592,595,000 | 592,022,000 | 592,022,000 | 592,022,000 | 592,022,000 | +15,437,000 |
| Research, development, test, and evaluation | 64,981,000 | 64,988,000 | 61,869,000 | 62,000,000 | 62,000,000 | -2,981,000 |
| Boat safety (Aquatic Resources Trust Fund) | 20,310,000 | 22,500,000 | 19,500,000 | 20,000,000 | 19,000,000 | -2,310,000 |
| Emergency Fund (Oil Spill Liability Trust Fund) (limitation of permanent appropriations) | 25,000,000 | | 20,000,000 | | 20,000,000 | -5,000,000 |
| Total, Coast Guard | 3,657,326,000 | 3,742,667,000 | 3,660,163,000 | 3,364,822,000 | 3,375,368,000 | -28,738,000 |
| Federal Aviation Administration | | | | | | |
| Operations | 4,986,394,000 | 4,704,000,000 | 4,800,000,000 | 4,590,000,000 | 4,646,712,000 | +51,318,000 |
| Facilities and equipment (Airport and Airway Trust Fund) | 2,087,488,000 | 1,917,847,000 | 2,000,000,000 | 1,880,377,000 | 1,834,885,000 | -18,208,000 |
| Rescue | (38,000,000) | | (40,000,000) | (70,000,000) | (40,000,000) | (-21,000,000) |

| | FY 1986 Enacted | FY 1986 Estimate | House | Senate | Conference | Conference compared with enacted |
|--|--------------------|---------------------|------------------|------------------|------------------|--|
| Research, engineering, and development (Airport and Airway Trust Fund)..... | 205,102,000 | 207,861,000 | 143,000,000 | 215,866,000 | 155,866,000 | -75,404,000 |
| Grants-in-aid for airports (Airport and Airway Trust Fund): | (1,500,000,000) | (1,500,000,000) | (1,500,000,000) | (1,500,000,000) | (1,500,000,000) | ----- |
| Liquidation of contract authorizations..... | (1,450,000,000) | (1,500,000,000) | (1,500,000,000) | (1,250,000,000) | (1,450,000,000) | ----- |
| Limitations on obligations..... | ----- | ----- | ----- | -4,000,000 | ----- | ----- |
| Reconciliation of contract authority..... | ----- | ----- | ----- | -250,000,000 | ----- | ----- |
| Reconciliation of contract authority (sec. 346)..... | ----- | ----- | ----- | 50,000 | ----- | ----- |
| Miscellaneous purchase loan guarantee program..... | 148,000 | 50,000 | 50,000 | 50,000 | 50,000 | -48,000 |
| Limitation on borrowing authority..... | (9,970,000) | (1,800,000) | (1,800,000) | (1,800,000) | (1,800,000) | (-8,370,000) |
| Total, Federal Aviation Administration..... | 6,942,223,000 | 6,860,866,000 | 6,743,060,000 | 6,666,313,000 | 6,796,343,000 | -175,860,000 |
| Limitations on obligations..... | (1,450,000,000) | (1,500,000,000) | (1,500,000,000) | (1,250,000,000) | (1,450,000,000) | ----- |
| Total budgetary resources..... | \$ 6,392,223,000 | \$ 5,360,866,000 | \$ 5,243,060,000 | \$ 7,906,313,000 | \$ 5,346,343,000 | [-175,860,000] |
| United transportation infrastructure investment program (limitation on obligations)..... | ----- | [-1,800,000,000] | ----- | ----- | ----- | ----- |
| Total budgetary resources..... | \$ 6,392,223,000 | \$ 3,560,866,000 | \$ 3,443,060,000 | \$ 7,906,313,000 | \$ 3,546,343,000 | [-175,860,000] |
| Federal Highway Administration | | | | | | |
| Limitation on general operating expenses..... | 625,341,000 | 666,466,000 | 666,381,000 | 648,434,000 | 659,890,000 | (+19,891,000) |
| Highway-related safety grants (Highway Trust Fund): | (10,800,000) | (10,000,000) | (10,000,000) | (13,000,000) | (11,000,000) | (+200,000) |
| Liquidation of contract authorizations..... | (10,800,000) | (10,000,000) | (10,000,000) | (13,000,000) | (11,000,000) | (+200,000) |
| Limitations on obligations..... | ----- | ----- | ----- | ----- | ----- | (+20,000,000) |
| Reconciliation of contract authority..... | (50,000,000) | ----- | ----- | ----- | ----- | ----- |
| Federal-aid highways (Highway Trust Fund): | (17,160,000,000) | 60,254,206,000 | (18,000,000,000) | (17,000,000,000) | (17,550,000,000) | (+290,000,000) |
| Limitation on obligations..... | ----- | ----- | ----- | ----- | ----- | ----- |
| Exempt obligations..... | 62,267,701,000 | 60,000,000 | 62,311,852,000 | 62,351,807,000 | 62,351,807,000 | (+43,806,000) |
| Liquidation of contract authorizations..... | (17,200,000,000) | (18,200,000,000) | (18,200,000,000) | (18,300,000,000) | (18,300,000,000) | (+2,000,000,000) |
| Right-of-way revolving fund (Highway Trust Fund) (limitation on direct loans)..... | (42,800,000) | ----- | ----- | ----- | ----- | ----- |
| Motor carrier safety grants (Highway Trust Fund): | (79,000,000) | 66,000,000 | 66,000,000 | 66,000,000 | 66,000,000 | (+13,000,000) |
| Liquidation of contract authorizations..... | (74,000,000) | 66,000,000 | 66,000,000 | 66,000,000 | 66,000,000 | (+8,000,000) |
| Limitations on obligations..... | ----- | ----- | ----- | ----- | ----- | ----- |

| | FY 1995 Enacted | FY 1995 Estimate | House | Senate | Conference | Conference compared with enacted |
|---|--------------------|---------------------|------------------|------------------|------------------|--|
| Surface transportation projects | 352,055,000 | | | 38,500,000 | | -352,055,000 |
| Recession | (-12,004,000) | | | | | (+12,004,000) |
| High priority corridor (sec. 314A) | 6,000,000 | | | | | -6,000,000 |
| Orange County, CA toll road project (sec. 336 a) | 6,000,000 | | | | | -6,000,000 |
| Total, Federal Highway Administration | 368,055,000 | | | 38,500,000 | | -368,055,000 |
| (Limitations on obligations) | (17,244,800,000) | (20,346,255,000) | (18,098,150,000) | (17,086,000,000) | (17,838,225,000) | (+383,425,000) |
| (Exempt obligations) | (2,287,701,000) | (80,000,000) | (2,311,832,000) | (2,331,507,000) | (2,331,507,000) | (+83,806,000) |
| Total budgetary resources | (19,878,858,000) | (20,428,255,000) | (20,401,082,000) | (19,458,007,000) | (19,868,732,000) | (+81,178,000) |
| Unified transportation infrastructure investment program (limitation on obligations) | | (-20,134,255,000) | | | | |
| Total budgetary resources | (19,878,858,000) | (888,000,000) | (80,461,082,000) | (19,458,007,000) | (19,868,732,000) | (+81,178,000) |
| National Highway Traffic Safety Administration | | | | | | |
| Operations and research | 79,558,000 | 84,588,000 | 79,318,570 | 71,281,000 | 73,316,570 | -8,238,430 |
| Recessions | | | (-4,547,185) | | | |
| Operations and research (Highway Trust Fund) | 48,997,000 | 58,744,000 | 52,011,830 | 50,344,000 | 51,864,430 | +4,887,430 |
| Subtotal, Operations and research | 128,553,000 | 144,342,000 | 125,328,500 | 121,605,000 | 125,201,000 | -1,382,000 |
| Highway traffic safety grants (Highway Trust Fund): | | | | | | |
| (Liquidation of contract authorization) | | | | | | |
| State and community highway safety grants (Sec. 402) (limitation on obligations) | (151,000,000) | (180,000,000) | (153,400,000) | (155,100,000) | (155,100,000) | (+4,100,000) |
| National Driver Register (Sec. 402) (limitation on obligations) | (123,000,000) | (168,800,000) | (128,000,000) | (128,000,000) | (127,700,000) | (+4,700,000) |
| Alcohol-impaired driving countermeasures programs (Sec. 410) (limitation on obligations) | (3,400,000) | (2,400,000) | (2,400,000) | (2,100,000) | (2,400,000) | (-1,000,000) |
| Total, National Highway Traffic Safety Administration | 128,553,000 | 144,342,000 | 125,328,500 | 121,605,000 | 125,201,000 | -1,382,000 |
| (Limitations on obligations) | (151,400,000) | (196,000,000) | (153,400,000) | (155,100,000) | (155,100,000) | (+3,700,000) |
| Total budgetary resources | (277,853,000) | (340,342,000) | (278,758,500) | (278,705,000) | (280,301,000) | (+2,348,000) |

| | FY 1965 Enacted | FY 1966 Estimate | House | Senate | Conference | Conference compared with enacted |
|--|--------------------|---------------------|---------------|---------------|---------------|--|
| Federal Railroad Administration | | | | | | |
| Office of the Administrator | 13,000,000 | 17,370,000 | 14,000,000 | 14,018,000 | 14,018,000 | +828,000 |
| (By transfer) | (811,950) | ..... | ..... | ..... | ..... | (-811,950) |
| Local rail freight assistance | 17,000,000 | ..... | ..... | ..... | ..... | -17,000,000 |
| Recision | (-8,583,000) | ..... | ..... | ..... | ..... | (+8,583,000) |
| Railroad safety | 47,729,000 | 51,104,000 | 49,940,800 | 49,105,000 | 49,918,000 | +2,180,000 |
| Railroad research and development | 20,500,000 | 48,947,000 | 21,000,000 | 25,775,000 | 24,590,000 | +4,090,000 |
| Northeast corridor improvement program | 200,000,000 | 235,000,000 | 100,000,000 | 130,000,000 | 115,000,000 | -85,000,000 |
| Next generation high speed rail | 20,000,000 | 30,000,000 | 10,000,000 | 20,000,000 | 19,205,000 | -795,000 |
| Trust fund share of next generation high speed rail (Highway Trust Fund): ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (Liquidation of contract authorization) | (9,400,000) | (7,118,000) | (5,000,000) | (5,000,000) | (7,118,000) | (+3,718,000) |
| (Limitation on obligations) | (5,000,000) | (5,000,000) | (5,000,000) | (5,000,000) | (5,000,000) | ..... |
| Alaska Railroad rehabilitation ..... | ..... | ..... | ..... | 10,000,000 | 10,000,000 | +10,000,000 |
| Pennsylvania station redevelopment project | 40,000,000 | 80,000,000 | ..... | 85,000,000 | ..... | -40,000,000 |
| Recision | (-40,000,000) | ..... | ..... | ..... | ..... | (+40,000,000) |
| Rhode Island Rail Development | 5,000,000 | 10,000,000 | ..... | 2,000,000 | 1,000,000 | -4,000,000 |
| Grants to the National Railroad Passenger Corporation: | ..... | ..... | ..... | ..... | ..... | ..... |
| Operations | 542,000,000 | 420,000,000 | 338,000,000 | 305,000,000 | 305,000,000 | -237,000,000 |
| Transition costs ..... | ..... | ..... | 62,000,000 | 100,000,000 | 100,000,000 | +100,000,000 |
| Capital | 251,500,000 | 230,000,000 | 230,000,000 | 200,000,000 | 230,000,000 | -21,500,000 |
| Long-term restructuring transition ..... | ..... | 100,000,000 | ..... | ..... | ..... | ..... |
| Total, Grants to the National Railroad Passenger Corporation | 793,500,000 | 750,000,000 | 628,000,000 | 605,000,000 | 635,000,000 | -158,500,000 |
| Total, Federal Railroad Administration | 1,158,819,000 | 1,192,421,000 | 822,940,800 | 880,898,000 | 888,892,000 | -288,127,000 |
| (Limitations on obligations) | (5,000,000) | (5,000,000) | (5,000,000) | (5,000,000) | (5,000,000) | ..... |
| Total budgetary resources | (1,181,819,000) | (1,197,421,000) | (827,940,800) | (885,898,000) | (873,892,000) | (-288,127,000) |

| | FY 1995 Enacted | FY 1996 Estimate | House | Senate | Conference | Conference compared with enacted |
|--|------------------------|------------------------|------------------------|------------------------|------------------------|--|
| Federal Transit Administration | | | | | | |
| Administrative expenses..... | 43,080,000 | 44,202,000 | 39,280,000 | 42,000,000 | 42,000,000 | -1,080,000 |
| Formula grants..... | 940,000,000 | 1,244,200,000 | 400,000,000 | 585,000,000 | 542,825,000 | -87,075,000 |
| Operating assistance grants..... | 710,000,000 | 500,000,000 | 400,000,000 | 400,000,000 | 400,000,000 | -310,000,000 |
| Formula grants (Highway Trust Fund) (limitation on obligations)..... | (1,150,000,000) | (1,120,850,000) | (1,110,000,000) | (1,120,850,000) | (1,110,000,000) | (-40,000,000) |
| University transportation centers..... | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | ----- |
| Transit planning and research..... | 82,250,000 | 100,027,000 | 82,250,000 | 90,000,000 | 85,500,000 | -6,750,000 |
| Metropolitan planning program..... | ----- | (41,512,500) | (39,435,250) | (40,500,000) | (39,500,000) | (+39,500,000) |
| Rural transit assistance program..... | ----- | (4,612,500) | (4,381,250) | (4,500,000) | (4,500,000) | (+4,500,000) |
| Transit cooperative research program..... | ----- | (8,475,000) | (8,051,250) | (8,250,000) | (8,250,000) | (+8,250,000) |
| National TFR program..... | ----- | (30,982,000) | (19,480,000) | (25,500,000) | (22,000,000) | (+22,000,000) |
| State TFR program..... | ----- | (8,475,000) | (8,051,250) | (8,250,000) | (8,250,000) | (+8,250,000) |
| National transit institute..... | ----- | (3,000,000) | (2,850,000) | (3,000,000) | (3,000,000) | (+3,000,000) |
| Subtotal, Transit planning and research..... | (82,250,000) | (100,027,000) | (82,250,000) | (90,000,000) | (85,500,000) | (-6,750,000) |
| Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)..... | (1,150,000,000) | (1,120,850,000) | (1,120,850,000) | (1,120,850,000) | (1,120,850,000) | (-28,150,000) |
| Discretionary grants..... | ----- | 56,944,000 | ----- | ----- | ----- | ----- |
| Discretionary grants (Highway Trust Fund) (limitation on oblig): | ----- | ----- | ----- | ----- | ----- | ----- |
| Fixed guideway modernization..... | (725,000,000) | (724,976,000) | (698,000,000) | (698,000,000) | (698,000,000) | (-56,000,000) |
| Bus and bus-related facilities..... | (533,330,000) | (274,982,000) | (533,000,000) | (533,000,000) | (533,000,000) | (-20,330,000) |
| New starts..... | (846,870,000) | (724,976,000) | (698,000,000) | (698,000,000) | (698,000,000) | (+18,330,000) |
| Subtotal, Discretionary grants..... | (1,725,000,000) | (1,724,944,000) | (1,698,000,000) | (1,698,000,000) | (1,698,000,000) | (-60,000,000) |
| Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization)..... | (1,500,000,000) | (1,700,000,000) | (2,000,000,000) | (1,700,000,000) | (2,000,000,000) | (+500,000,000) |
| Interstate transfer grants - transit..... | 48,030,000 | ----- | ----- | ----- | ----- | ----- |
| Washington Metropolitan Area Transit Authority..... | 200,000,000 | 200,000,000 | 200,000,000 | 170,000,000 | 200,000,000 | -48,030,000 |
| Violent crime reduction program (Violent Crime Trust Fund)..... | ----- | 5,000,000 | ----- | ----- | ----- | ----- |
| Total, Federal Transit Administration..... | 1,739,340,000 | 2,159,373,000 | 1,217,510,000 | 1,290,000,000 | 1,278,425,000 | -462,915,000 |
| (Limitations on obligations)..... | (2,875,000,000) | (2,646,794,000) | (2,775,000,000) | (2,785,850,000) | (2,775,000,000) | (+100,000,000) |
| Total budgetary resources..... | (4,814,340,000) | (5,006,167,000) | (3,992,510,000) | (4,075,850,000) | (4,051,425,000) | (-985,915,000) |

| | FY 1995 Enacted | FY 1998 Estimate | House | Senate | Conference | Conference compared with enacted |
|--|--------------------|------------------------------------|-----------------|-----------------|-----------------|--|
| United transportation infrastructure investment program (Limitation on obligations) ..... | ..... | -2,154,373,000 (-2,785,890,000) | ..... | ..... | ..... | ..... |
| Total budgetary resources | (4,514,340,000) | (84,944,000) | (3,992,310,000) | (4,078,890,000) | (4,051,425,000) | (-582,915,000) |
| Saint Lawrence Seaway Development Corporation | | | | | | |
| Operations and maintenance (Harbor Maintenance Trust Fund) | 10,251,000 | 10,243,000 | 10,190,500 | 10,180,000 | 10,150,000 | -101,000 |
| Research and Special Programs Administration | | | | | | |
| Research and special programs | 28,238,000 | 31,892,000 | 28,030,000 | 24,281,000 | 23,937,000 | -2,301,000 |
| Hazardous materials safety | (12,897,000) | (12,782,000) | (12,800,000) | (12,887,000) | (12,860,000) | (-247,000) |
| Aviation information management | (2,453,000) | (2,382,000) | (2,352,000) | ..... | ..... | (-2,453,000) |
| Emergency transportation | (1,228,000) | (1,301,000) | (1,089,000) | (882,000) | (1,022,000) | (-304,000) |
| Research and technology | (2,530,000) | (7,804,000) | (3,209,000) | (5,451,000) | (3,288,000) | (+758,000) |
| Program and administrative support | (7,032,000) | (7,893,000) | (7,384,000) | (7,282,000) | (7,388,000) | (+366,000) |
| Accountwide adjustment ..... | ..... | ..... | (-581,000) | (-411,000) | (-411,000) | (-411,000) |
| Subtotal, research and special programs | (28,238,000) | (31,892,000) | (28,030,000) | (24,281,000) | (23,937,000) | (-2,301,000) |
| Pipeline safety (Pipeline Safety Fund) | 34,991,500 | 36,720,000 | 27,243,000 | 30,275,000 | 28,750,000 | -8,241,500 |
| Pipeline safety (Oil Spill Liability Trust Fund) | 2,432,500 | 2,698,000 | 2,698,000 | 2,698,000 | 2,698,000 | +265,500 |
| Subtotal, Pipeline safety | 37,424,000 | 42,418,000 | 29,941,000 | 32,973,000 | 31,448,000 | -5,976,000 |
| Alaska Pipeline task Force (Oil Spill Liability Trust Fund) (recreation) | (-544,000) | ..... | ..... | ..... | ..... | (+544,000) |
| Emergency preparedness grants: | | | | | | |
| (Emergency preparedness fund) | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 | ..... |
| (Limitation on obligations) | (10,800,000) | (11,338,000) | (8,890,000) | (9,200,000) | (8,890,000) | (-1,910,000) |
| Total, Research and Special Programs Administration | 64,082,000 | 74,480,000 | 56,371,000 | 57,854,000 | 56,785,000 | -4,277,000 |
| (Limitations on obligations) | (10,800,000) | (11,338,000) | (8,890,000) | (9,200,000) | (8,890,000) | (-1,910,000) |
| Total budgetary resources | (74,892,000) | (85,818,000) | (65,281,000) | (66,854,000) | (64,675,000) | (-10,187,000) |

| | FY 1995 Enacted | FY 1996 Estimate | House | Senate | Conference | Conference compared with enacted |
|---|--------------------|---------------------|------------------|------------------|------------------|--|
| Office of Inspector General | | | | | | |
| Salaries and expenses..... | 40,000,000 | 40,238,000 | 40,238,000 | 39,591,200 | 40,238,000 | + 238,000 |
| Bureau of Transportation Statistics | | | | | | |
| Salaries and expenses..... | | | | 2,200,000 | 2,200,000 | + 2,200,000 |
| General Provisions | | | | | | |
| Administrative provision: Procurement (sec. 322a) | -85,120,000 | | | | | + 85,120,000 |
| Bureau of Transportation Statistics (transfer from Federal-aid Highways)..... | (16,000,000) | (20,000,000) | (20,000,000) | (20,000,000) | (20,000,000) | (+ 5,000,000) |
| Federal railroad transfer (sec. 341)..... | 3,000,000 | | | | | - 3,000,000 |
| Federal-aid highways (sec. 310 (b))..... | -7,000,000 | -874,341,000 | -10,000,000 | -8,000,000 | -7,500,000 | -800,000 |
| Working capital fund reduction (sec. 327)..... | | | -25,000,000 | -25,000,000 | -25,000,000 | -25,000,000 |
| DOT field office consolidation (sec. 335)..... | | | 8,481,000 | | 8,481,000 | + 8,481,000 |
| ICC transition (sec. 343)..... | | | | | | |
| 7. Air, Sea, and Department of Transportation (net) | | | | | | |
| Appropriations..... | 14,134,184,000 | 14,203,727,029 | 12,754,798,004 | 12,899,071,785 | 12,894,518,029 | -1,509,544,571 |
| Rescissions..... | (14,282,275,000) | (14,248,114,000) | (12,948,880,189) | (12,802,720,200) | (12,707,305,000) | (+ 1,544,988,000) |
| (Limitations on obligations)..... | (-118,111,000) | (-45,388,971) | (-94,894,199) | (-343,948,439) | (-82,788,971) | (+ 35,324,029) |
| (Exempt obligations)..... | (21,770,423,000) | (24,807,387,000) | (22,848,440,000) | (21,319,888,339) | (22,054,515,000) | (+ 284,382,000) |
| | (2,287,701,000) | (60,000,000) | (2,311,832,000) | (2,331,507,000) | (2,331,507,000) | (+ 63,805,000) |
| Total budgetary resources including limitations on obligations and (exempt obligations)..... | (38,172,288,000) | (39,191,114,029) | (37,713,128,004) | (36,210,467,301) | (37,010,841,029) | (-1,181,446,571) |
| Adjustments made for unified program..... | | -3,199,373,000 | | | | |
| (Limitation on obligations)..... | | (-24,420,105,000) | | | | |
| Unified transportation infrastructure investment program..... | | 24,362,870,000 | | | | |
| Total budgetary resources..... | (38,172,288,000) | (39,163,985,029) | (37,713,128,004) | (36,210,467,301) | (37,010,841,029) | (-1,181,446,571) |

| | FY 1996 Enacted | FY 1996 Estimate | House | Senate | Conference | Conference compared with enacted |
|--|--------------------|---------------------|--------------|--------------|--------------|--|
| TITLE II - RELATED AGENCIES | | | | | | |
| Architectural and Transportation Barriers Compliance Board | | | | | | |
| Salaries and expenses..... | 3,350,000 | 3,656,000 | 3,656,000 | 3,500,000 | 3,500,000 | + 150,000 |
| National Transportation Safety Board | | | | | | |
| Salaries and expenses..... | 37,382,000 | 36,774,000 | 36,774,000 | 37,500,000 | 36,774,000 | + 1,382,000 |
| Emergency fund | | 360,802 | 160,802 | 360,802 | 360,802 | + 360,802 |
| Total, National Transportation Safety Board | 37,382,000 | 36,134,802 | 36,934,802 | 37,860,802 | 36,134,802 | + 1,742,802 |
| Interstate Commerce Commission | | | | | | |
| Salaries and expenses..... | 30,302,000 | 28,844,000 | 19,379,000 | 19,379,000 | 19,379,000 | -16,623,000 |
| Payments for directed rail service (limitation on obligations) | (475,000) | (475,000) | (475,000) | (475,000) | (475,000) | |
| Total, Interstate Commerce Commission | (30,777,000) | (29,319,000) | (19,854,000) | (19,854,000) | (19,854,000) | (-15,823,000) |
| Panama Canal Commission | | | | | | |
| Panama Canal Revolving Fund: | | | | | | |
| (Administrative expenses)..... | (50,030,000) | (50,741,000) | (50,741,000) | (50,741,000) | (50,741,000) | (+ 711,000) |
| (Limitation on operating and capital expenses) | (540,000,000) | | | | | (-540,000,000) |
| Washington Metropolitan Area Transit Authority | | | | | | |
| Interest payments and repayments of principal | 8,183,000 | | | | | -8,183,000 |
| Total, Title II, Related Agencies | 80,237,000 | 71,634,802 | 55,969,802 | 54,739,802 | 56,013,802 | -24,223,186 |
| (Limitation on obligations) | (475,000) | (475,000) | (475,000) | (475,000) | (475,000) | |
| Total budgetary resources..... | (60,712,000) | (72,106,802) | (56,444,802) | (55,214,802) | (56,468,802) | (-34,223,186) |

| | FY 1995 Enacted | FY 1996 Estimate | House | Senate | Conference | Conference compared with enacted |
|---|--------------------|---------------------|------------------|------------------|------------------|--|
| Total appropriations in this bill (net)..... | 14,214,401,000 | 35,468,994,831 | 12,810,725,808 | 12,813,811,567 | 12,880,532,831 | -1,533,868,169 |
| Scorekeeping adjustments..... | -2,871,053,000 | 375,011,000 | 370,863,000 | 367,511,148 | 363,878,148 | +3,054,728,148 |
| Grand total (net)..... | 11,543,348,000 | 35,843,975,831 | 13,181,708,808 | 12,981,322,715 | 13,094,208,979 | +1,520,880,979 |
| Appropriations..... | (11,891,459,000) | (35,889,382,808) | (13,278,642,962) | (13,324,871,180) | (13,148,985,960) | (+1,486,536,960) |
| Rescissions..... | (-118,111,000) | (-48,388,871) | (-94,894,156) | (-348,948,439) | (-82,786,871) | (+35,324,028) |
| Limitations on obligations..... | (21,770,889,000) | (487,787,000) | (22,848,918,000) | (21,320,383,539) | (22,065,280,000) | (+284,392,000) |
| (Exempt obligations)..... | (2,267,701,000) | (80,000,000) | (2,311,882,000) | (2,331,507,000) | (2,381,507,000) | (+165,808,000) |
| Grand total budgetary resources including (limitations on obligations) and (exempt obligations)..... | (35,581,947,000) | (36,411,732,831) | (38,140,555,808) | (36,833,183,251) | (37,481,005,879) | (+1,598,055,879) |
| CONGRESSIONAL BUDGET RECAP | | | | | | |
| Total mandatory and discretionary..... | 11,543,348,000 | 35,843,975,831 | 13,181,708,808 | 12,981,322,715 | 13,094,208,979 | +1,520,880,979 |
| Mandatory..... | 871,888,000 | 862,872,000 | 862,872,000 | 862,872,000 | 862,872,000 | +10,148,000 |
| Discretionary: - | | 5,000,000 | | | | |
| Crime trust fund..... | | | | | | |
| General purposes..... | 10,971,422,000 | 35,258,803,831 | 12,589,836,808 | 12,369,250,715 | 12,482,136,979 | +1,510,714,979 |
| Total, Discretionary..... | 10,971,422,000 | 35,261,803,831 | 12,589,836,808 | 12,369,250,715 | 12,482,136,979 | +1,510,714,979 |

FRANK R. WOLF,
 TOM DELAY,
 RALPH REGULA,
 HAROLD ROGERS,
 JIM LIGHTFOOT,
 RON PACKARD,
 SONNY CALLAHAN,
 JAY DICKY,
 BOB LIVINGSTON,
 MARTIN OLAV SABO (except
 amendments 174 and 190),
 RICHARD J. DURBIN (except
 amendments 132, 174, and
 190),
 RONALD D. COLEMAN (except
 amendment 174),
 THOMAS M. FOGLIETTA (except
 amendment 174),
 DAVID R. OBEY (except
 amendment 174)

Managers on the Part of the House.

MARK O. HATFIELD,
 PETE V. DOMENICI,
 ARLEN SPECTER,
 CHRISTOPHER S. BOND,
 SLADE GORTON,
 RICHARD C. SHELBY,
 FRANK R. LAUTENBERG,
 TOM HARKIN,
 BARBARA A. MIKULSKI,

Managers on the Part of the Senate.

